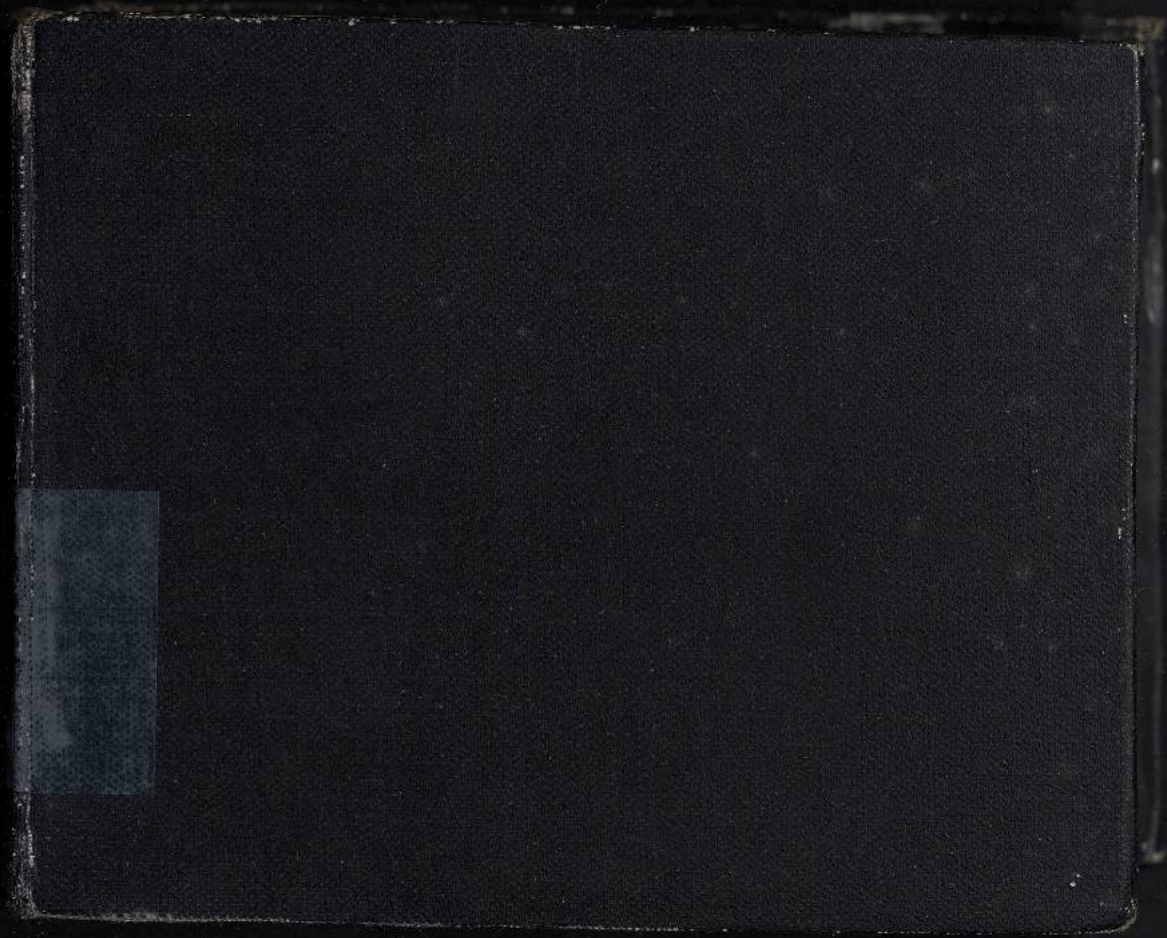
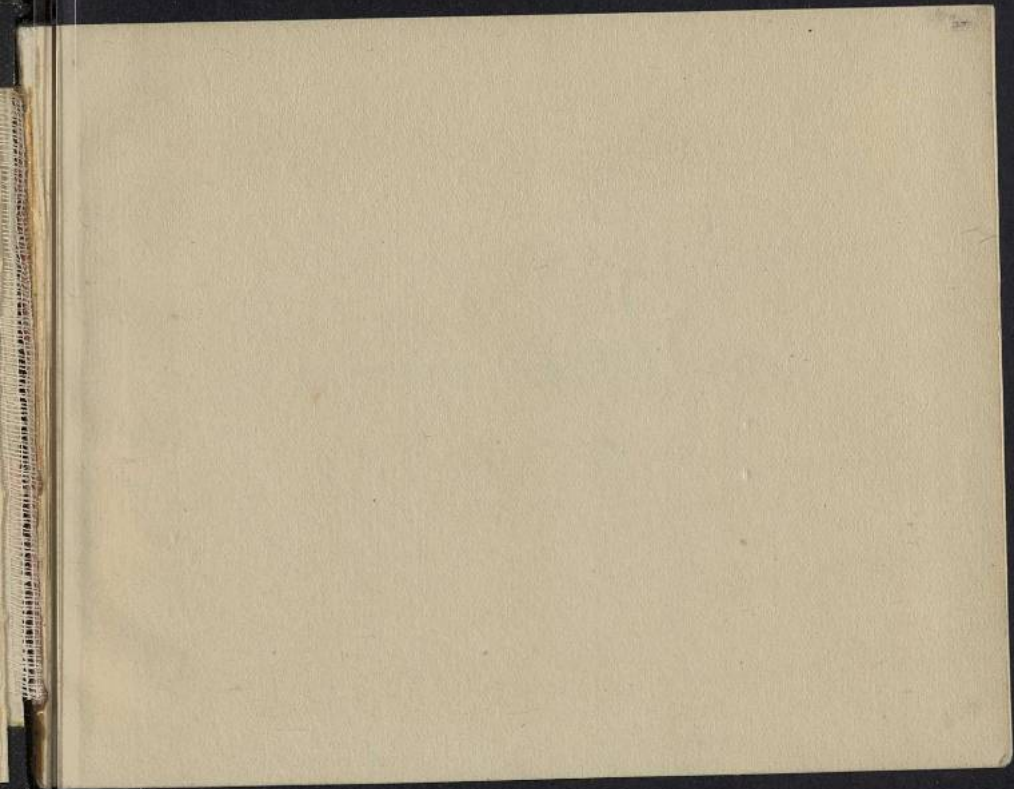
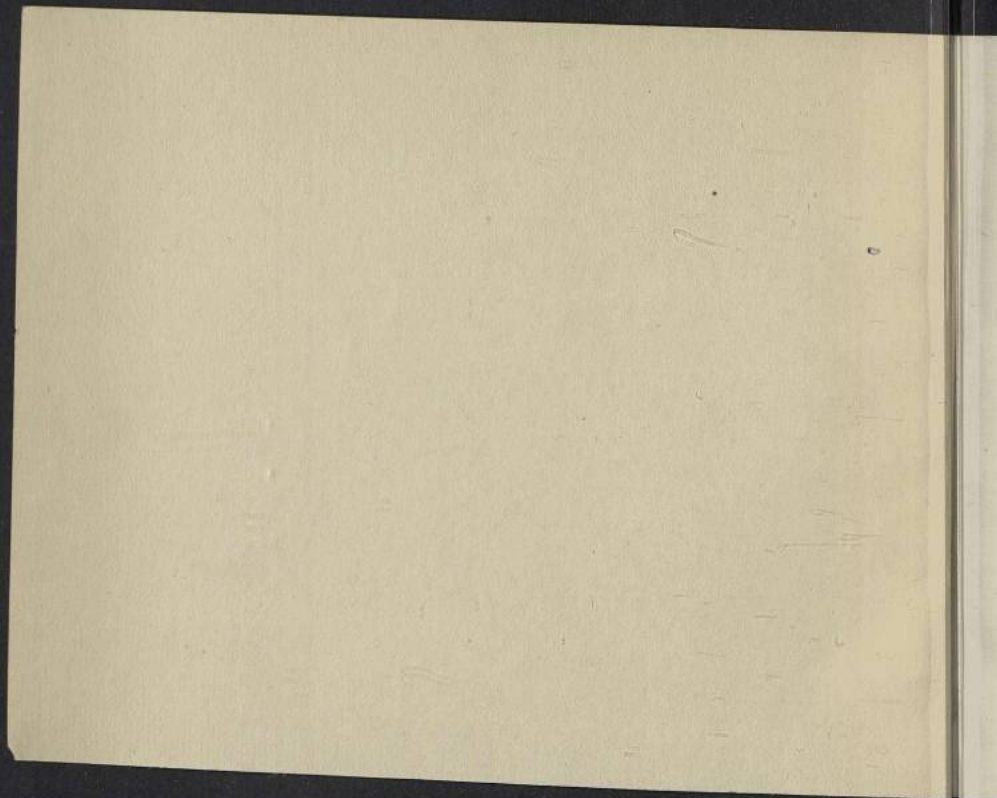




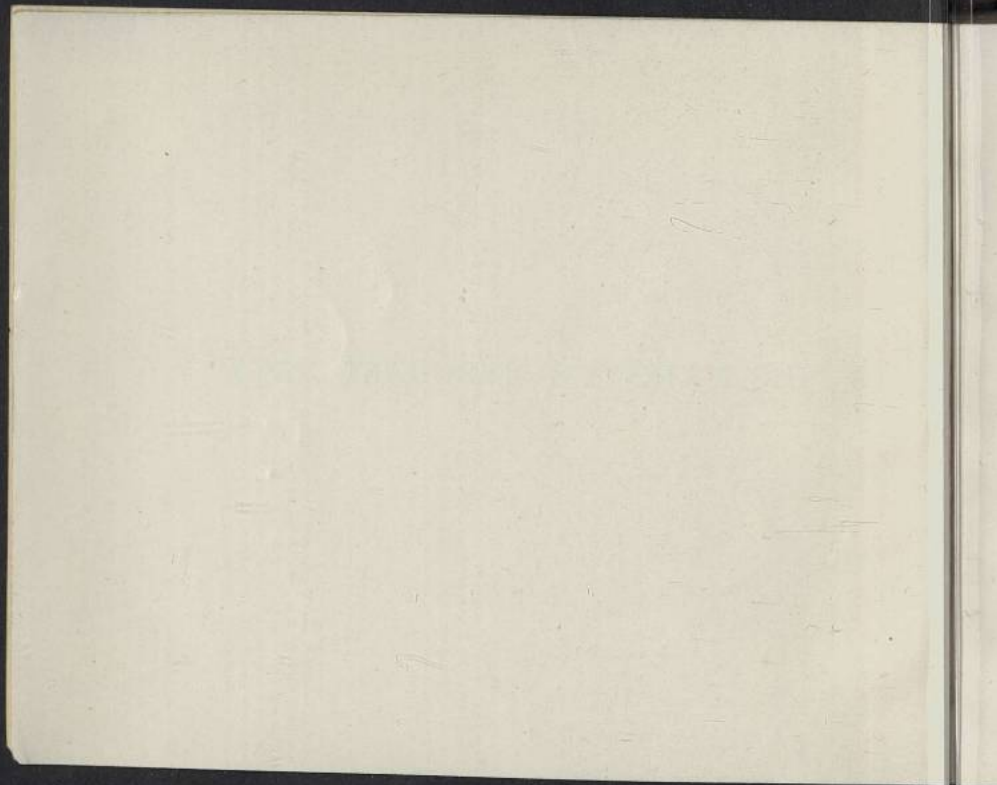
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HIS MAJESTY'S MERCHANT NAVY







HIS MAJESTY'S MERCHANT NAVY

COMPILED AND EDITED BY

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INTRODUCTION

IT was long felt that there was need for a publication dealing exclusively with the Merchant Navy. There has never been any shortage of books dealing with ships and the sea generally, with great liners, with types of ships, and with the Royal Navy, but very few, if any, have dealt with the entire Service from a Service point of view.

The Navy of Supply has always been the Cinderella, remembered with loud protestations of undying regard in times of national hardship but complacently forgotten or ignored when the sun shone again.

His Majesty the King-Emperor and his brother and father before him never forgot and they never left undone or unsaid anything that could contribute in any way to fixing public attention on its needs or to raising its status until it became to be recognised as the fourth arm of the Defence Forces of the Crown.

This little book is a poor attempt to gather together material to help towards the same goal. It must be regarded as a scrap-book rather than as a carefully chronicled story, but perhaps it may possibly be none the less readable. Much of it is sketched in very lightly as it is intended more to whet the appetite than to be exhaustive.

There is only one aspect that must again be rammed home regardless of repetition. This point is, that while we as a nation sit quietly by as we always have done in peace-time and allow our defence forces, which include the Merchant Navy, to dwindle away, we deserve all that comes to us and it is only by the mercy of Divine Providence that we do not sink altogether.

Introduction

We started this war with some 2,000 or so sea-going vessels less than we started that of 1914, and we have more mouths to feed. This was no surprise, for responsible people had been deploring this fact from the housetops for years previously, but these housetops might have been stationed in the sands of the desert for all the response that the speakers aroused either in official or unofficial quarters.

It has been said that a country gets the Government that it deserves. This may be true, but it is without question that one of the greatest curses of Democracy is its smug complacency and its utter disregard for things that do not immediately affect it. Its pockets or its skin must be hit before it will stir itself and Democracy merely becomes a synonym for laziness and for a policy of "Do what you like as long as you do not worry or hurt me".

The Merchant Navy has never received an entirely square deal and it is up to all of us who are dependent upon it for our existence to see that it does in the years that lie ahead.

History repeats itself largely because people are too infernally slack to study it or profit by it.

We are fighting the Dictator countries, red, brown, black and yellow, but if we do not fight with equal vigour against our own weaknesses we deserve nothing but contempt and destruction.

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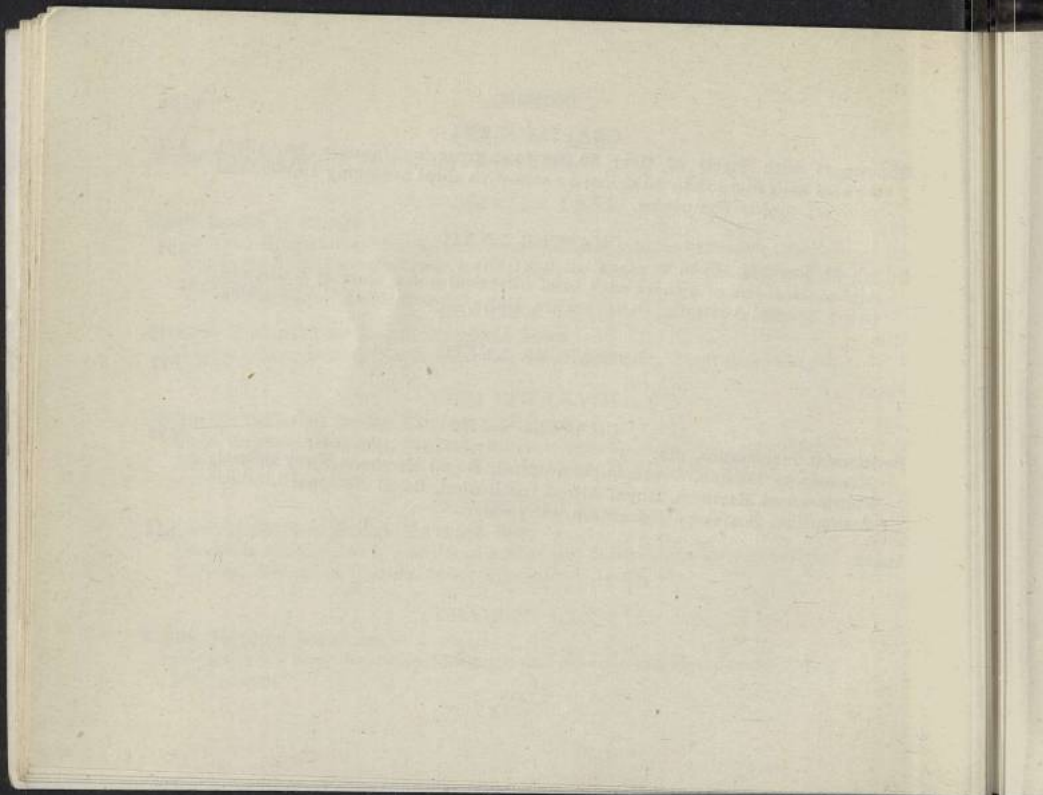
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THE MERCHANT NAVY

CHAPTER I

Combatant or Non-Combatant?

THE question of whether the merchant seaman is a non-combatant or whether he is to be classed with the Fighting Services is a difficult one to answer.

It is particularly so in these days of total warfare when the full fury of a struggle hits warrior and civilian alike.

It is not only just a point for the philosopher to ponder over, because even in these days of semi-barbarism there is a certain amount of adherence to accepted rules even if the adherence is not always rigidly observed by all sides.

For example, it is a generally understood thing that a member of the Fighting Services of any country is, if captured while doing his duty, entitled to be treated as a human being and accorded decent conditions.

On the other hand it is equally an accepted idea that a person out of uniform or a civilian who is caught while using a firearm or otherwise taking up arms against an armed man of the enemy's forces, is treated as a *franc-tireur* and thereby liable to be summarily shot. Thus what would be the position if half the crew were members

The Merchant Navy

of the R.N.R. and thereby recognised members of a fighting force, while the remainder were civilians? Presumably the latter would be shot and the former accorded the honours of war, if captured.

Certain cases arose out of this in the last war. The ruling then obtaining was that a merchant ship could resist attack but was on no account to open the contest. Thus the attacker always was in a position to get in the first, and probably the fatal, blow. Positions arose where, theoretically speaking, one merchant ship would see a consort torpedoed or shelled and yet, because of the ruling was restrained from hitting back at the enemy. Needless to say, such a position was one in which British seamen would probably act as their own consciences and common dictates of humanity ordered. British merchant seamen very naturally resisted attacks upon their ships and frequently returned the enemy's fire or endeavoured to ram a submarine. If captured the enemy claimed that they were civilians and treated them accordingly.

Now the merchant seaman has in the past always been looked upon as a civilian, but it is not at all certain that a reversal of this point of view might not be an advantage all round.

It is recognised that the Merchant Navy is the one most vital service in peacetime, without which the people of this country would starve. It follows that in wartime this is doubly true. In fact, the Service is as much a part of the defence of the Empire as the Fighting Services.

During the last war military decorations were bestowed upon both officers and men for acts of gallantry or distinguished service.

It was accorded the dignity of an official uniform and its whole status was raised when the King declared that in future it should be known as the British Merchant Navy instead of the Merchant Service or Mercantile Marine as hitherto.

Some maintain that *immediately upon the outbreak of a war* it should be dealt with and regarded as on an equal footing with the other Services.

Combatant or Non-Combatant ?

It would thus, if publicly proclaimed, be entitled to all the honours of war and its dignity and status more obvious to the country and to the world.

When war broke out in September, 1939, however, it was announced that in order to maintain the civilian standing of the Service no military decorations would be awarded but that worthy acts would be rewarded by civilian honours.

This seemed altogether a step in the wrong direction. It had fought for and earned a right to take its place with the armed forces of the Crown.

Arguing purely from the moral point of view it is not at all certain that this civilian standpoint could be logically upheld.

If a soldier who fires a gun uses a shell which has been brought to him by a merchant ship, is he more deserving of being termed a fighting man than the other?

Again, if a man goes into a shop and purchases a revolver with the express intention of murdering his neighbour and tells the shopkeeper of this, is not the latter just as culpable as the chief actor in the drama? Similarly, taking matters to their logical conclusion, the merchant seaman is going all out to win the war and is not only carrying provisions to the civilian population at home but he is also carrying guns, tanks, munitions and firearms to the troops in the field.

It is a complex problem and people will say that the views just expressed above are those of a totalitarian country; but is this quite fair?

For far too long the soldier and sailor have been regarded by most people as hired assassins or at best necessary evils who must be paid for in order to keep the civilian comfortable at home. This is not just. If in modern warfare everyone is striving his best to defeat the enemy, everyone must share the consequences.

This is not condoning the torpedoing of purely passenger ships nor the leaving of seamen to suffer the privations of hours or days in open boats. These things are to be judged by the conscience of humanity, but there must be few who do not at heart admit that as a whole the merchant seaman is a legitimate object of attack. It is the

The Merchant Navy

method of attack and the total disregard for the dictates of decency that appal one.

After all, in the old days attack on the commerce of a country was legitimate and the merchantmen went armed in consequence. The same thing is taking place to-day.

Would it not be much better to accord the Merchant Navy full Service recognition and thus bring it into line with the remainder of our Defence Forces?

In October, 1939, the German wireless broadcast the following announcement:

"Several German submarines have been attacked by British merchant ships in the past few days. Hitherto German submarines have observed international law by always warning merchant ships before attacking them.

"Now, however, Germany will have to retaliate by regarding every vessel of the British Merchant Navy as a warship."

Perhaps this provides the best answer to the argument.

CHAPTER II

Very Early Days and Rise of Commerce

"IT is no exaggeration to say that whether in war or in peace the British Mercantile Marine has rendered more service to more men of more nations than any other human agency."—Mr. John Davis, American Ambassador, in February, 1921.

King Henry VII was a man who was somewhat stirred by the tales which continued to reach him of the exploits and discoveries of Venetian, Genoese and Portuguese seamen.

Nevertheless he was a man who never liked spending money unless he had to, and so his caution for the most part made him hold back from joining in or profiting from the expanding trade.

It is with the rise of the Tudors, notwithstanding, that the supremacy of Britain's sea power, naval and mercantile, began to be marked.

Henry VIII found a few merchantmen trading with Bordeaux, Cadiz and Lisbon, and smaller craft plied between Antwerp and the Thames.

A fishing fleet went once a year to Iceland for cod, and local fishermen were in the Channel and North Sea. Herrings were caught in the Irish Sea.

Discoveries had been made in the New World by the Venetian, Cabot, who sailed with two small ships from Bristol, later the home of the "Merchant Venturers".

Henry will go down to posterity as the true founder of the British Royal Navy. His greatness lies in the fact that he early recognised that no country could expand commercially, or even exist in freedom, without having the moat secure.

The Merchant Navy

It is to Elizabeth that we must turn for the other side of the picture, the golden age of rising commerce in the security provided by fighting seamen.

Hawkins sailed to Guinea from his native Plymouth and returned with gold and ivory. He went to Brazil as well.

Robert Thorne of Plymouth looked for a North-West passage to the East, but looked in vain.

A man named Fletcher, of Rye, in Sussex, invented a boat which would work to windward and with sails trimmed fore and aft.

The Reformation opened up new eras and merchant companies were formed to trade with Russia and the Levant.

Sir Hugh Willoughby also ventured on the quest of the elusive North-West Passage about which so many men dreamed. He turned east, rounded the North Cape and finished his days in the ice.

All merchantmen in these days went armed, partly to protect themselves from the pirates and privateers which infested all waters, and partly to furnish ships for the defence of the realm in case of need.

When Elizabeth ascended the throne the entire merchant fleet did not exceed some 50,000 tons.

Privateering had become such a paying proposition that trading and fishing had been neglected. Sir William Cecil tried to restore the former by a Navigation Act and the latter by an Act of Parliament.

Religious strife further helped to hold back commercial development until the days of open rivalry with Catholic Spain led indirectly to the great rise that was to come later.

John Hawkins still traded with Spain in spite of the rising anger on both sides. He engaged in the West Indian slave trade through the advice of certain influential Spaniards, and it must be said in all fairness that the moral aspect of this trade was

Very Early Days and Rise of Commerce

never taken into account in those days. In itself there was nothing absolutely evil; it was rather the abuse and exploitation that was later to rouse the world.

Hawkins formed an African Company in 1562 and his largest ship measured about 120 tons.

Davis and Gilbert, both men of Devon, were other intrepid explorers and merchant seamen of the period.

Hudson and Baffin have also given their names to territories for ever linked with England.

Now the Drake family appears on the scene. For long resident in Devon, they removed to Kent and the father of Francis became Vicar of Upnor.

Francis had long shown great keenness in ships and the sea and he learnt his trade and was apprenticed to a merchantman. He proved very diligent and rose in high favour with his master, who left him a ship. Later he acquired a larger vessel, *Judith*, and continued to trade regularly.

News of adventures farther afield soon came to his ears, and he joined his cousin, John Hawkins, on the third of his slave trips.

He showed no great keenness for this enterprise, but his clear brain quickly saw the prizes to be gained elsewhere.

There is no space to recall his exploits beyond mentioning that in 1572, in his ship *Dragon*, he visited Panama and Magellan and swore to sail on those Pacific seas which he saw from the isthmus stretched out before him.

His hardihood and endurance spread throughout England.

In 1577 began his memorable voyage round the world in the *Pelican*.

This little craft measured some 120 tons and was about the size of a modern racing yacht.

On his return he was knighted by the Queen at Deptford on board his ship, which was re-named the *Golden Hind*.

The Merchant Navy

This is the first great example of a knighthood being conferred upon a British merchant seaman.

In 1585 we find him with Martin Frobisher at the head of twenty-five ships leading an expedition to the West Indies.

From this time onwards Drake became more of a fighting seaman and there is no space to deal with him further.

We find Sir Walter Raleigh, another great merchant seaman, sending a colonising expedition to Virginia and bringing back tobacco and potatoes.

In 1600 the East India Company was formed and the story of this great enterprise is too well known to need more than passing reference.

For over 150 years it competed with Dutch, Swedish, French and Danish companies until by its great endeavours it made possible the birth of British India as we know it to-day.

Because of its monopoly in this Eastern trade, the actual development of ships was not rapid. The lumbering, comfortable "East Indiamen" made their leisurely way, heaving to at nights and snugging down until dawn.

With the death of Elizabeth, trade suffered a set-back and the parsimonious James of Scotland was not going to be led into any international rivalry or expenditure of money if he could prevent it.

Raleigh was locked in the Tower and eventually executed.

Charles I, very much alive to the necessity for ships, both of war and of peace, went the wrong way about it and by his Ship Money he roused some of his less far-seeing countrymen to revolt.

The Commonwealth secured the seas and again trade flourished far afield. The Dutch were the serious rivals and war came again after the Restoration.

Ships were getting larger and improvements were gradually being adopted.

Very Early Days and Rise of Commerce

England became a power to be reckoned with and Spain and Holland no longer had practically all the commerce of the world in their hands.

England not only discovered land but she colonised it as well, and so, of necessity, a gradually increasing trade grew up between the Mother Country and the Colonies.

The great period of overseas expansion and rise of Empire brought about a corresponding rise in commerce.

By the middle of the eighteenth century great fleets of East Indiamen and West Indiamen, richly laden with wealth from half the world, brought their cargoes home. Planters and settlers travelled more and more and the Napoleonic wars saw great fleets of perhaps as many as 200 or 300 fat merchantmen in a single convoy.

Merchant ships still carried guns and could still be pressed into the King's service if required.

Press gangs became the terror of the shippers as they avidly seized upon any hapless merchant seamen whom they might find.

In every port the wretched seamen were set upon by thieves and by spurious or villainous boarding-house keepers who made them drunk and shipped them away in this state for a goodly commission.

It was not a happy time for merchant seamen, but there was never any difficulty in providing crews.

The close of this period saw Britain supreme on land and sea and the stage was set for the greatest expansion of all.

Early in the nineteenth century ships became better designed and faster. The clipper ship was invented in Great Britain although much of the credit is usually given to America. The East Indiamen, deprived of their monopoly, found themselves rivalled by many newcomers.

The first sounds of a greater challenge were heard. The steam-engine had been invented and the first steamships had appeared.

The Merchant Navy

Thus was ushered in another phase of unheard-of prosperity. The Industrial revolution placed Britain on top of the world. She became truly the world's workshop, her products and inventions were called for everywhere.

Colonies developed and merchants took or sent their goods "Wherever ship could sail".

The rise of the clippers came at a period which was fraught with tremendous potentialities and their life was but a short one.

As recounted elsewhere it was in the fifties and sixties that they had their hey-day. Not only was steam becoming a serious rival but in 1869 their death knell was sounded by the opening of the Suez Canal.

The first Atlantic steam shipping line was established in 1840.

The tea clippers to China were pushed out by steam. They transferred to the Australian wool clip where they could compete neither against the larger sail ship required for this trade nor with the steamer which followed. In 1878 or thereabouts the famous Australian sailing packets were superseded by steam.

There was no setting the clock back, the "steam kettle" had come to stay or until she in her time would be challenged by the internal combustion engine.

The whole of the Victorian era was one of continued and rapid expansion.

At the opening of the twentieth century the British merchant fleets stood at their zenith, but already there were distant rumblings of things to come.

Great Britain had been challenged by other countries on the North Atlantic.

America's and France's challenge for the Blue Riband had been met and defeated, but already Germany had risen as a sea and overseas power.

In the decade immediately preceding the Great War few heeded the warning.

Foreign competition had become more acute, but the supremacy of the Red Duster seemed secure.

Very Early Days and Rise of Commerce

British shipping companies had grown up almost like mushrooms and some had played great parts in opening up the sea routes of all the world.

The Royal Mail and the Pacific Steam had largely financed railways across the isthmus of Panama in the days before the Canal.

The P. & O. had almost stepped into the shoes vacated by the East India Company. The organisation required to carry a single ship's complement of passengers and cargo from Alexandria to Cairo before the cutting of the Canal was stupendous. Some thousands of camels belonged to the company and a chain of hotels or rest houses had to be provided.

The world reaped the benefit of British enterprise and labour.

Not only as owners of ships but as builders as well, this country ranked first.

In design she led the world.

Her seamen had no equals either in sail or in steam and to them is due the credit for the Imperial development and commercial prosperity.

Her ships had performed sterling service in carrying troops to many theatres of war and the sky seemed clear to those who could only see the blue. She owned nearly 50 per cent of the world's vessels.

In 1914 war broke upon the world. The story of the deeds of the merchant seamen has been told elsewhere and on many occasions. It cannot be told too often. Merchant seamen found themselves faced with the new horrors of mine and submarine. The fishermen adapted themselves readily and swept the seas clear.

Merchantmen were armed for defence against attack from the modern pirate. Passenger liners were sunk without warning. The former Blue Riband ship *Lusitania* was sent to the bottom with appalling loss of life. The largest British-built ship, *Britannic*, was mined while serving as a hospital ship.

The new challenge was met. In 1917 the submarine attack reached its peak. At

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one time Britain had less than six weeks' supply of food and her merchantmen were being sunk at the rate of ten a day.

As a desperate resort the convoy system was introduced. Once again the seamen showed their adaptability by making it an immediate success.

The war ended, but not before some 3,400 trading vessels had been lost and some 16,000 seamen had laid down their lives.

The spirit was indomitable.

In 1922 His Majesty King George V created the British Merchant Navy. The Prince of Wales became the first Master, and Master of the Fishing Fleets.

Its status had never been so high.

Depression followed a period of boom and thousands of British seamen walked the streets, ships were tied up in hundreds, most never to sail the seas again.

Britain had fought and bled while other countries reaped the reward of neutrality.

As reparation Germany was made to surrender almost her entire merchant fleet to Britain. A good move to a certain extent, as British owners had much depleted fleets. On the other hand it enabled Germany to build up an entirely new fleet.

Other countries subsidised their shipowners and created large fleets, against which it became increasingly difficult for our owners to compete.

Italy captured the Blue Riband.

Britain continued to build the finest ships in the world, but her proportion of tonnage fell and fell.

Diplomacy or politics granted favours to foreigners at the expense of our own countrymen. Cargoes which could have been secured in the Dominions were brought from Soviet Russia in Russian ships.

Foreign vessels butted more and more into the British coastal trade. Our numbers of these craft fell from over 3,000 to just over 900, and more serious still was the decrease in personnel.

Very Early Days and Rise of Commerce

Some of these foreign vessels could come right up London River without being required to take a pilot. All British ships were compelled to have one.

Certain British shipowners sold vessel after vessel for trading to foreign countries who ran them cheaper and this competed unfavourably against our own people. Others were sold for scrap metal and are now being rained down on our cities in the shape of bombs.

Abuses of the Red Ensign were many. Ships owned by foreigners and manned by foreigners were registered in England and were given the protection of the British flag.

Many such ships traded with Spain and stirred up international complications.

After the great world depression in the early 'thirties many speeches were made, both inside and outside Parliament, stating that the Merchant Navy must receive Government assistance to enable it to hold its own. Commissions of enquiry were set up. Petitions were presented at Westminster.

Promises were made and just as readily broken.

Certain former "All red" routes were threatened with extinction and the British share of world tonnage had fallen to some 26 per cent. Japan had practically the monopoly of Far Eastern trade. British Indian routes were increasingly threatened.

There was a very definite need, not only for State assistance but also for ship-owners to put their own house in order.

In 1939 a Bill was introduced which gave some measure of relief, but it did nothing much to help the future.

Things might have straightened out, but once more the shadow of war loomed up. September, 1939, found this country with a larger population than in 1914 but with some 2,000 less sea-going merchant ships.

The enemy struck again and none can see the result. One thing only is certain. What British merchant seamen can do to carry the war to a successful conclusion,

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that will be done. They have demonstrated afresh their determination and hardihood. The magnetic mine has been overcome.

The submarine menace looms larger than ever. The convoy system is in force but with insufficient convoy escorts.

Time alone will show whether, starting with such a handicap, our seamen can pull us once more out of the hole in which we find ourselves, a hole which is largely of our own making.

CHAPTER III

The Great Days of Sail

"We sailed wherever ships could sail,
We founded many a mighty State,
Pray God our Greatness may not fail
Through craven fears of being great."

ALTHOUGH phrases lose their significance by frequent repetition, it is probably very true to repeat that the sailing ship in the clipper days was probably the most beautiful thing ever conceived by man.

It is sometimes overlooked that the era of clipper ships did not really last for long and, in fact, when they appeared in any large numbers the steamship was already sounding their death knell.

It must also be remembered that while ship enthusiasts were as keen in those days as they are now and seamen were, as always, proud of their floating homes, the life in them was frequently terrible and at all times hazardous and hard. None but the fittest survived, and there is no denying that in very many cases the discipline was harsh to the extent of brutality. There were naturally very many exceptions and the type of men that the conditions turned out were unequalled for their skill and seamanship.

Conditions were much more comfortable in the old "tea wagons" of the East India Company which lumbered along at a comparatively leisurely pace.

The Merchant Navy

By reason of holding the monopoly there was no need for haste and the ships never travelled by night but backed their topsails and waited for the first streaks of dawn.

The characteristics of the clippers were that they were much smaller craft and were built for speed rather than for carrying capacity. The true clipper hull had a long sharp bow generally flaring outward above the water-line and long clean lines aft. She was built to "clip" short the passage.

Although the credit for the introduction of these ships usually goes to America. Mr. Boyd Cable has made extensive researches and states that there were at least thirty or forty British clippers trading before the first American came on the scenes.

According to this authority, the first was built by Alexander Hall & Sons, of Aberdeen, in 1839, and was named *Scottish Maid*.

Undoubtedly the Americans did make a splash and tried to capture our thunder, but we were quick to take up the challenge.

Lord of the Isles, built by John Scott of Glasgow, and Jardine Matheson's *Stornoway*, built by Hall in 1850, started a long and famous line of British ships.

The sixties were the hey-day of the clippers and their life was really very short, as the opening of the Suez Canal in 1869 ended their supremacy.

There is no space to mention many vessels, but *Fiery Cross*, *Taeping*, *Ariel*, *Sir Lancelot*, *Norman Court*, *Cutty Sark*, *Sobraon* and *Thermopylae* cannot go unrecorded.

An event that has since become world famous was the great tea race of 1866.

It should be mentioned that the first ship home from China received the highest rate for new season's tea, and, incidentally, in most races between sailing ships the skipper of the winning ship received a new hat or a pair of gloves from his rival.

This sometimes boiled down to a dinner ashore.

It was astounding to what length the skippers would go to gain the honour of being first home. They would press on with all sails set in the most fearsome weather and

The Great Days of Sail

would even cram on remarkable additional canvas, sometimes of their own devising, when to every other eye they should have been cutting it down.

It was scarcely ever, however, that mere foolhardiness was the reason, and what these old-time seamen did not know about seamanship was certainly not worth recording.

Many of the captains of liners a few years back learnt their trade in sail, although not all in the clippers, and the number must of necessity grow less with the passing of the years.

To return to the great tea race. Three great favourites, *Ariel*, *Taeping* and *Serica*, all hauled out over the bar on the same tide.

All of them were products of Steele of Greenock and measured between 700 and 850 tons. *Ariel* was on her first voyage and her rivals on their third.

They lost touch completely until off the Bishop Rock, and, in fact, this was the first sight that they had had of each other during the whole voyage.

They raced up Channel at about 14 knots, *Ariel* leading, with *Taeping* close astern and *Serica* a few miles away over on the French coast.

The final result was that *Ariel* arrived first, but *Taeping* docked sooner on account of her smaller size. The third ship arrived only one and a half hours later.

Thermopylae, the beautiful green ship of George Thompson's fleet, was originally in the China trade, but she made her great reputation when transferred to the Australian wool clip. In 1868 she made a record passage from London to Melbourne in sixty days.

Cutty Sark was built in 1869 by Scotts for John Willis of London.

She had some very fast passages to her credit and is probably the best known of all in these days of revival of interest in sail.

Her last voyage was in 1914 when she was running under the Portuguese flag. Fortunately she was rescued by Captain Downman who brought her to Falmouth and restored her to her original appearance. After lying there for some years she was

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brought round to London River in 1938 to join H.M.S. *Worcester* as a training ship for officers of the Merchant Navy.

Most of these beautiful vessels were built of Malabar teak with decks of spotless white pine.

Torrens was a famous ship built in 1875 for the firm of Angel and by reason of the close connections of this family as owners, masters, officers and apprentices, she was known as a "Ship of the Angel Host".

She will long be remembered by reason of the fact that Joseph Conrad served in her as an officer.

The premier fleet in the last great days of sail was that of John Stewart, of London, registered as a company in 1877. *Duthies' Yacht* or *Brilliant* was another celebrated ship built in this year.

One of the best known of the owners of jute clippers was Captain Duncan with his fleet of Empire ships or, as they were colloquially known, "pea soupers", on account of their brownish-yellow hulls.

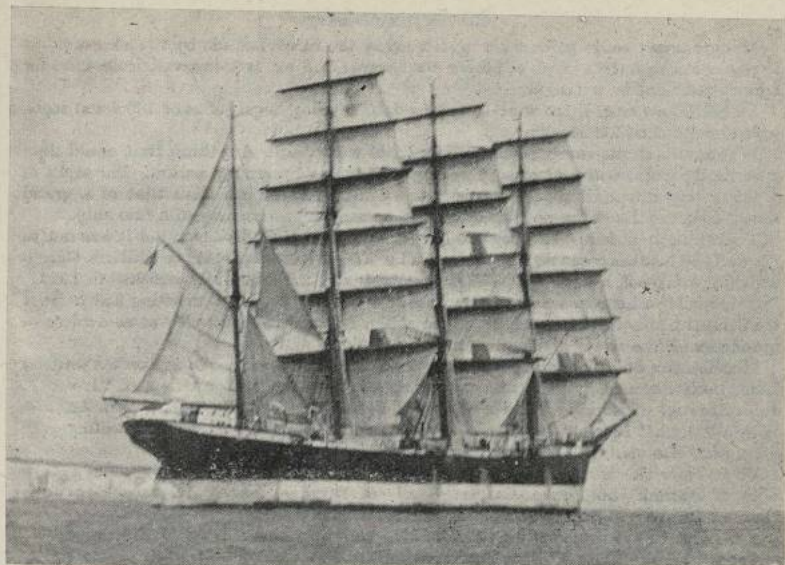
Even in the fifties steam was becoming a serious rival to sail and so the clippers had their rise and fall under the shadow of extinction.

When the Suez Canal ended an era, most of the clippers were transferred from the China trade to the Australian grain and wool clip.

They were, however, too small for it and were gradually replaced by the large specially built grain carriers. Steel replaced wood.

The eighties were the times for experiments in sail, some merely for the sake of something new or startling and others in an endeavour to produce a more economical type of ship which would require less crew.

Vessels during this period had no royals or upper topgallants and some were cut down even more; they were termed "bald-headed" ships or "jubilee rigged", as strange innovations were seen in the year of Queen Victoria's jubilee celebrations.



"ARCHIBALD RUSSELL"

Archibald Russell is no longer under the British flag but she is a fine example of a British-built steel barque. This photograph shows her off the South Foreland.

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Many owners made gallant attempts to stay the inroads made by the steamer, but it was a losing battle, costs of labour were rising and an ever-increasing demand for speed could not be satisfied.

In 1913, however, there were still some 1,300 sailing ships (of over 100 tons) registered under the Red Ensign.

War saw a slight revival and high freights were paid. Anything that could float was gladly welcomed and many fine ships were lost by enemy action. The sight of a ship going down with all sails set was an even sadder one than that of a grand liner. It symbolised the passing of an age as well as the passing of a fine ship.

There was an attempt to bring about a revival at the end of the war, but it was not to be, and the last deep-sea square rigger under the British flag was Sir William Garthwaite's *Garthpool*, a vessel of 2,842 tons, which was unfortunately wrecked in 1929.

Shipowners whose names resounded round the world have left nothing but a great tradition, although fortunately there are still a few who remain with us as owners or managers of fine fleets of steam or motor vessels.

Mention can only be made of a few. Brocklebank and George Thompson's Aberdeen Line, both fortunately still with us, Milne of Aberdeen with his fleet of "Invers", John Stewart of London, Law of Glasgow, Fernie Bros., Devitt and Moore, Andrew Weir's "Bank" Line, which at one time owned the largest fleet of all, totalling over fifty, and also still a prominent owner.

There were the Blackball and Blackwall Lines, "White Star" clippers, the Albion Line of Patrick Henderson, Charles Barrie of Dundee, Money Wigram, Scrutton, Duncan Dunbar, John Willis and Jardine Matheson.

Nor must the famous sailing ships of two very prominent lines of Empire ships be forgotten; the fleets of Shaw Savill and of the New Zealand Shipping Company.

New Zealand ships were usually designed and built in classes as distinct from the individual ships on other trades.

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Achievements of some of these will be found in the chapter devoted to past records held by British ships.

Much attention was devoted to colouring in these old times, not only of hulls but also of masts and yards.

The "Lochs" were beautiful with their black and white chequered gun-ports between a top stroke of black and a bottom one of light grey.

Others were green of varying shades, or black with coloured or metal ribands.

Yards or yard arms were frequently white and masts and yards were often yellow.

Of figureheads nothing much need be said, as they scarcely come within the scope of this book. They added much to the beauty of the sail ships, eternally reaching out beyond, and lashed by the spray rising from the stem as it cut through the water at as much as 18 knots.

Before closing, mention must be made of the sailing ships still in existence in various parts of the Empire.

Naturally there are still a number of schooners round our coasts, but these too are fast disappearing.

Although the square rig has disappeared from European waters it is still to be seen in considerable numbers in Indian waters.

These so-called "Country Ships" are all owned by Hindus and built of native teak in Indian yards. A large fleet of barques and brigs leaves Jaffna every September for Akyab and the shipment of rice begins in November and carries right on until the following April.

The only part of the world in which a true brig can now be seen is the Bay of Bengal.

There is still a small fleet of square riggers at Malta.

Grain Race

What is still called the Grain Race was carried on annually until war broke out by a few of the surviving large steel barques, but, alas, none of these wore the Red Ensign.

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Mention is made because fortunately there were still a few old timers which were built in British yards.

The average passage of the ships from Australia to England was about a hundred days and less than ninety was considered exceptional.

One of the last large square-rigged traders, as distinct from training ships, was built in 1905, although there were a few after that. This ship was *Archibald Russell*, built by Scotts.

The British-built survivors taking part in the races in addition to this ship were *Lawhill*, *Olivebank*, *Pommern*, all four-masted barques, and *Killoran* and *Alastor*, with three.

The very names seemed to have music in them, but now even these are passing into the limbo of forgotten things. Let us hope that they will not be completely forgotten. The traditions built up around them will never die and will ever be cherished as amongst the most glorious in the long annals of the Merchant Navy of Britain.

The old duster still flies on London River from a British ship.

Sailing Ship Speeds

The best day's run of some of the old sailing ships is interesting and exceeded that of some of their contemporary steam rivals.

Name	Nautical miles in 24 hours
<i>Lightning</i>	436
<i>Donald McKay</i>	421
<i>James Baines</i>	420
<i>Red Jacket</i>	417
<i>Sovereign of the Seas</i>	411
<i>Flying Cloud</i>	374

CHAPTER IV

The Great War

A BARE outline of the Great War period can be given. The full history can be read in official publications or in books produced by masters of literature.

The few facts given here are intended to be a reminder, not a record.

Because Germany had been a signatory to the Treaty which prohibited the use of submarines against merchant shipping, the entire world was staggered when underwater attacks were made against British vessels.

On 27th March, 1915, the first unarmed passenger liner, *Falaba*, belonging to Elder Dempster, was torpedoed and sunk.

A chill was felt throughout the whole civilised world, but it was believed still that this might have been an isolated incident. The illusion was quickly dispelled.

In September, 1914, the armed merchant cruiser *Carmania*, previously one of the Cunard "Pretty Sisters", discovered the German armed liner *Cap Trafalgar* in the South Atlantic. She immediately attacked and after a very sharp encounter the enemy was sent to the bottom. This was the first occasion on which a duel had been fought between ships of this class.

There was one serious period in the early months when the German raider *Emden* and her consorts caused havoc among shipping, particularly in the Indian Ocean.

With these out of the way, England became reassured, still not alive to the underwater menace.

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The menace was from two quarters. Mines were being indiscriminately sown on the high seas.

The men of the fishing fleets rolled up in their thousands and swept the channels clear at grievous loss to themselves.

Another burden imposed upon the Service was the transport of the British Expeditionary Force to France and the carrying of the Canadian, Australian and New Zealand contingents. Not a man was lost.

Ordinary services were still maintained, restricted but carrying on.

Many large liners were early taken over for conversion to hospital ships. *Britannic*, of some 46,000 tons, was sunk by a mine in the Mediterranean while thus serving. She was the largest British-built ship at that time and had come straight from the builders' yard.

In May, 1915, another stunning blow was struck at world conscience by the torpedoing of the giant Cunarder *Lusitania* off the Old Head, off Kinsale. She went down with frightful loss of life. An unarmed ship, victim of the German fury.

Many famous liners suffered the same fate and many more obscure general traders.

The army was carried to the Dardanelles and provisioned until its withdrawal, when it was brought away again and partly taken to Salonica.

In 1915 *Thordis* sank an enemy submarine and was the first British ship to do so.

The London collier *Wandle* rammed and sank another pirate.

Alcantara, of the Royal Mail, as an armed cruiser, fought and sank the heavier armed enemy raider *Grief*, only to founder, with colours flying, at the same time.

Captain Lindsay of the *Clan Mactavish* fought an epic duel with another U-boat.

Captain Fryatt of the Great Eastern steamer *Brussels* had evaded capture on many occasions during his regular passenger and mail crossings of the North Sea. He was finally captured by enemy torpedo craft and shot by a brutal and senseless enemy.

The Great War

Cross-channel packets were taken up in large numbers by the Admiralty and converted to seaplane carriers. *Engadine*, of the South Eastern Railway, was serving in this capacity in May, 1916, and from her decks was sent up the aircraft which first spotted the enemy fleet at Jutland.

Famous excursion paddle steamers were converted for minesweeping and steamed thousands of miles on this dangerous work both in home waters and far afield. Many never returned. Others were pressed into service as troop-carriers.

The enemy attacks were pressed against hospital ships no less relentlessly and many well-known ships went down.

In 1917 the unrestricted submarine campaign was announced and shipping losses rose until they reached, in April, 1917, the appalling total of about ten a day. There were less than six weeks' food supplies left in the country and ships were being sunk much faster than they could be built or replaced. Anything that could float was taken into service, including some old square-rigged sail ships that had been laid up for some time.

The U.S. Expeditionary Force was carried across the Atlantic.

The authorities long hesitated before introducing the convoy system largely because they considered that the merchant seamen would not be able to keep station without having had any experience in the past, and because of their lack of training in disciplined formations.

Necessity called for it and it became an instant success. Merchantmen acted as if they had been doing nothing else all their lives. The immediate situation was saved.

Losses began to fall and by the end of the war in 1918 the submarine menace was well under control.

Still ships were sunk in far too great numbers, large and small, transport, hospital ship, passenger liner and freight carrier; none was immune.

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Submarines sank ships by torpedo or by gunfire. They raked the ships' lifeboats or even the men and passengers struggling in the water. They even tied men to the deck of the submarine and then dived and carried them to the bottom.

Still nothing could break the spirit of the citizen seamen, not even days or weeks in open boats. Some were torpedoed five or six times.

Their ships were painted grey, they were decked out in all colours of the rainbow, they were dazzled and disguised. They had guns given them to counter the lurking death and they had paravanes to ward off the floating mines. All these things they took in their stride.

The liner companies suffered terrible blows and some lost as many as half of their total fleets. By replacement some had made up for these when the war ended, but scores of world-famed vessels had gone to their last haven.

The terrible total of over 3,400 British deep-sea merchant vessels went to the bottom, and some 16,000 seamen went with them or else died from exposure and wounds.

Co-operation between the two branches of the sea services was real and effective. For the first time perhaps a real understanding and appreciation had grown up between them owing to common dangers shared by both. Undying fame had been won by the men of the Red Duster and the freedom of the seas had been maintained.

The Great War Losses of British Ships during Great War (1914-1918)

The average number of daily sinkings during the peak time is set out below:

1st Quarter of 1917.	7.6	daily sinkings of 16,530 tons gross				
2nd " " "	10.43	"	"	"	23,550	" "
3rd " " "	6.22	"	"	"	15,270	" "
4th " " "	5.04	"	"	"	12,500	" "
1st " " 1918	4.50	"	"	"	10,740	" "
2nd " " "	3.37	"	"	"	8,600	" "
3rd " " "	2.91	"	"	"	7,813	" "

The number of British merchant ships lost during the whole of the Great War, from August, 1914, to November, 1918, was: 3,400 ships of 9,000,000 tons.

The worst period was in 1917 when, at one time, there were less than six weeks' supply of foodstuffs in the country.

CHAPTER V

The Merchant Service Becomes the Merchant Navy

THE lot of the personnel has not always been a happy one, and in fact there are still many grave problems to be settled before the profession reaches the position that it should have long been accorded.

Before the last war it was regarded as a Cinderella and most people ashore who never take any interest in these things thought that a man went to sea because he wanted to escape punishment or imprisonment.

To be in the Merchant Service meant nothing.

Now for centuries the spirit and sense of service had been growing and although made up of dozens of individual companies, the personnel, while giving full loyalty to their individual owners, had all felt more and more members of one Service.

The standards of education and professional attainments became higher and higher, and there was certainly little in the liner seamen to distinguish them from their colleagues in the Royal Navy.

During the Great War people became conscious of this great body and its deeds echoed round the world. People became frightened and saw starvation round the corner. Their thoughts turned to the men who brought them their means of existence.

The Royal Family, as so often happens, took the lead, and in one of his speeches in the latter years of the campaign, King George V spoke of the navy of commerce as "My Merchant Navy".

The Merchant Service becomes the Merchant Navy

The *Mercantile Marine*, *Merchant Service* or *Merchant Marine*, as it had been, became HIS MAJESTY'S MERCHANT NAVY.

It is feared that even this magnificent gesture was not supported as it should have been and did not even receive the appreciation that it deserved by some inside the Service itself.

Gradually, however, things moved along the same lines and it became obvious to all who had the interests of the profession at heart that it was only by combining as one that some of the ills from which it suffered could be righted.

Many shipowners disapproved of it because they feared that they would be overlooked if considerations were given to a greater loyalty.

A Standard Uniform was approved, as mentioned elsewhere, the Master Mariners' Company came into being and H.R.H. The Prince of Wales was created Master of the Merchant Navy and of the Fishing Fleets, and he also became first Master of the newly-formed Company.

It proved that the Service spirit had been there all along and only needed some such impetus to set it moving towards greater things.

The status leaped up, the Officers' (Merchant Navy) Federation was formed and nothing was left untouched in an endeavour to foster the true Service spirit.

Shipowners soon learned, for the most part, that their interests were not neglected.

For the first time there was a body and groups which could claim to speak for the Service as a whole, and with schemes for a system of general entry and training and other reforms, the way was opened for great things.

Unfortunately there are far too many people in all walks of life who never speak of the Merchant Navy and never write of it as such.

Fleet Street, politicians and public men and general public alike are not yet alive to the change.

It is high time that they learnt the facts. Perhaps it will need another "tight corner" before they do.

CHAPTER VI

Present Conditions of Service in the Merchant Navy

AS has been pointed out elsewhere, the Merchant Navy is a curious one from many points of view. It is a collection of individual shipping companies, but gradually it is being welded more and more into a composite body and taking its true place in national organisations.

One day the whole position may be clarified by the creation of a permanent Ministry of Shipping to ensure that there is no overlapping or waste of effort and that each section of the industry shall receive equal consideration and justice.

At present, for example, an officer enters the Service through one of the training ships, through Pangbourne or direct into a Shipping Company under the auspices of the Shipping Federation.

This latter is a federation representing British shipowners.

His certificates of competency are given by the Board of Trade and his professional career is governed by it. His certificate may be suspended or withheld if in their judgment an officer has neglected his duty or has not shown competency.

He is engaged and employed by shipowners, which are ordinary public limited companies. He is entirely in the hands of commercially minded individuals.

His interests are looked after by the Officers' Merchant Navy Federation and similar organisations.

Present Conditions of Service in the Merchant Navy

Recognition and honours come from His Majesty.

There are, therefore, many separate bodies having a share in the life of an officer.

Similarly, ratings are engaged by the Shipping Federation in conjunction with the National Union of Seamen who look after their conditions of employment.

Because shipowners are commercial men they have their economics to consider first. Consequently one of the biggest blots on the Service to-day is that there can be no continuous employment. Men have to sign on at the beginning of every voyage and sign off again at the conclusion.

During the intervals between the next sailing the men are very frequently out of employment.

Thus we have the grotesque spectacle of what is universally admitted to be our most vital industry handicapped gravely by conditions of employment which should be brought more onto a national basis.

It has been suggested in the past that all officers should receive a common entrance and training and that they should be more or less under the control of a Ministry who would "lend" their services to the shipping companies, thus securing for them a standardised and guaranteed living.

The whole problem is complex and cannot be solved without mutual goodwill and co-operation all round.

In the past many officers have been treated scandalously by the companies who have regarded them in the same light as they frequently regard their shore staffs. They entirely overlook the traditional loyalty of seamen and have often treated them as mere puppets in a dividend-earning undertaking.

Sometimes they have been dismissed from employment for no more solid reason than that a certain Director may not have liked their faces, or because they were appointed by another colleague with whom they chose to differ.

On the other hand it must be stated that conditions have greatly improved all

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round and in the few years before the outbreak of war in 1939 they altered out of all recognition and matters were well on the way to complete overhaul.

Seamen also have in the past frequently not received the accommodation or food that they deserved, and in some of the older ships their quarters were nothing less than scandalous and far behind many foreign ships.

Again, it must be stated that seamen are a conservative crowd and cases have happened where improvements have been made and better quarters installed by shipowners only to be abused by the men themselves.

Most of the old companies have always been good employers, although it has by no means been always the largest who were the best.

With the gradual improvements between labour and capital and with the great advances in the class of man employed, these weaknesses and abuses have been reduced and there is much reason to hope for the future.

Much remains to be done, but some of the more recent improvements should be mentioned.

It has been suggested that as the closest co-operation is desirable between the Royal and Merchant Navies it would be an excellent idea to send junior Naval officers to sea for at least one voyage in a well-found merchant ship in order that they can see for themselves the conditions under which their colleagues in the Merchant Navy work and their many difficulties.

It is one of the most frequent comments of an officer of the Royal Naval Reserve that the Royal Navy officers do not, as a rule, appreciate the long hours and difficult conditions under which they work. Men in the fighting service are numerous, but in a merchant ship there are neither officers nor ratings to spare and before the introduction of the Three-Watch system many officers were worked at a pitch which no one should be expected to endure.

Here, then, are a few of the most recent improvements.

Present Conditions of Service in the Merchant Navy

In 1936 the "Two-Watch" system was abolished in sea-going ships of 2,500 tons or over, and this meant that the dog watch was done away with. Instead of an officer having to share his duties with only one other watch-keeper so that he had turn and turn about, he had at least twice as long off watch as he had on.

What the former system meant can well be imagined, especially if one of them was indisposed. In such cases or in cases of heavy weather it meant an almost continuous stretch of duty which wore out many men and should never have been demanded.

Now, in foreign going ships of 700-2,500 tons, the Master and two other certificated Navigating Officers must be carried, and in ships of over 2,500 tons the Master and three other certificated Navigators must be carried.

Annual leave of 14 days with pay for Ordinary Seamen was agreed to.

In this year (1936) for the first time, regulations were introduced governing the hours of duty of engine-room ratings, stokehold ratings and catering personnel.

In 1937 many new conditions were introduced affecting seamen and they replaced those which had been in force since 1923. They applied mostly to new ships because there is necessarily difficulty in enforcing certain improvements in existing ships.

The principal changes were that all crew should be, in future, accommodated amid-ships instead of in fore-castle or poop, cabin and living quarters should be higher and better ventilated and that there should be properly equipped wash-rooms and baths.

Every vessel of 2,500 tons or over was required to furnish a properly constructed hospital, and heating, lighting and recreation were all attended to.

In the same year the Merchant Navy Officers' Pension Fund was created, by which officers and employers contributed in equal proportions, and it was agreed to by most of the shipping companies and was a tremendous step forward.

The Merchant Navy Officers' Training Board reached an agreement by which a common entrance and a common system of training was agreed upon and covered 90 per cent of all entries.

The Merchant Navy

This practically did away with the old order by which many cadets were received at a premium by shipowners and received little or no proper instruction in their duties, in many cases, beyond what they were able to pick up and who in consequence at the end of their apprenticeship were quite unfitted to sit for their "ticket".

In 1938 a similar scheme was discussed for training and entry of upper-deck ratings so as to embrace the Service as a whole. At the time of the war this had not come into force, but there is no doubt that it is merely a matter of time.

At this time a Victualling Committee was set up to discuss provisions and feeding. The old regulations on this subject had been in force since 1907 and although there was generally no complaint regarding the quantity or even the quality of the provisions provided, there was much to be desired in its methods of preparation and in its monotony. Since the early years of the century much advance has been made in such things as preservatives, refrigerating chambers, etc., and it was felt that conditions in ships had not been brought into line with these developments and that much improvement could be effected.

In April, 1940, still further steps were taken in relieving the conditions of officers' service. War imposed many hardships irrespective of risks of enemy action. New arrangements regarding hours of duty came into force and any extra hours above a certain specified number, varying according to class of ships and class of trade, were to be compensated by special leave in the United Kingdom in addition to the annual leave.

There can be no doubt that the Merchant Navy is now taking its rightful place among the other three Services and that in peace-time it offers careers both for officers and men which can be compared very favourably with most ashore. Conditions of employment, provisions against unemployment and for superannuation have changed beyond all recognition and if a few shipowners still remain obstinate,

Present Conditions of Service in the Merchant Navy

there is little doubt that they also will be forced to come into line with the great majority.

It is a National Service and the men engaged in it must receive corresponding consideration and treatment; their difficulties must be regarded from this angle and their loyalty to ship, to company and to the Service as a whole must not be dissipated by a refusal to recognise this on the part of the employers.

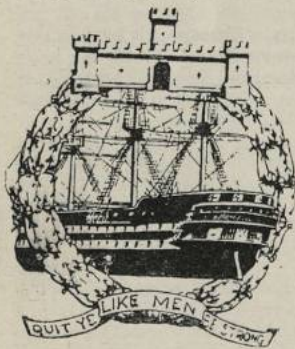
NOTE

The Ministry of Shipping and the Ministry of Transport is now merged into the Ministry of Communications. The Continuous Service Scheme of Employment for Merchant Seamen was instituted, June 1941.

CHAPTER] VII

Entry and Training of Officers

H.M.S. "Conway" (Mercantile Marine Service Association)



AT Rock Ferry, off Birkenhead in the Mersey, lies the senior of the two training ships for officers of the Merchant Navy.

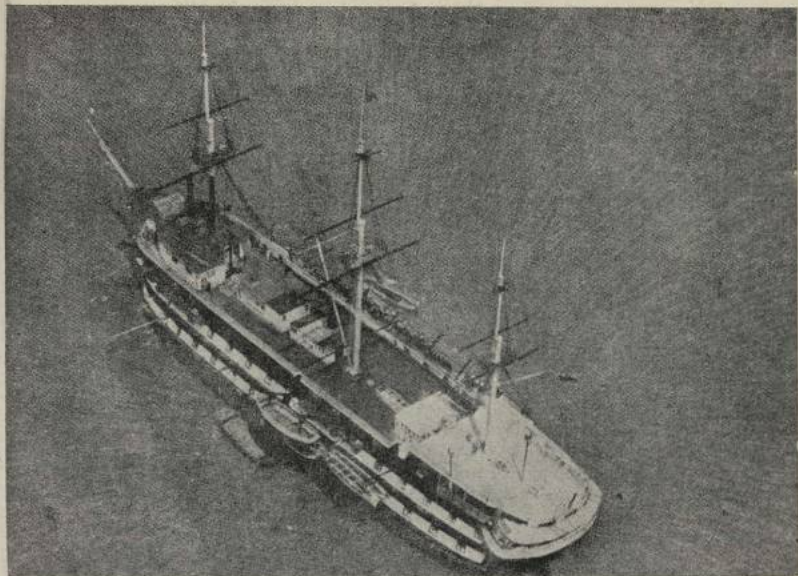
The College was established in 1859 by the Mercantile Marine Service Association of Liverpool. At first the ship was a 28-gun frigate, but in two years this was replaced by a 51-gun vessel called *Winchester*.

As numbers grew it became necessary to look about for better and more spacious headquarters and in 1876 the Admiralty provided on permanent loan, the battleship *Nile* which was re-named *Conway*.

Boys join the ship at about the age of 14½ and remain for two years and the training is on the lines of the great public schools.

Cadets wear the uniform of the Royal Naval Reserve, and over 6,000 have received their training in the famous ship.

John Masefield, the present Poet Laureate, is a notable old boy.



H.M.S. "CONWAY"

The Merchant Navy

The course of training is the same as in the other officers' training ships, namely, to fit them primarily for ultimate command in the Merchant Navy and two years' service is accepted by the Board of Trade as one year's sea service.

There is a special direct entry into the Royal Navy and special training is given to enable cadets to obtain the Air Ministry's Private Pilot's "A" Licence, and also to be instructed in ground engineers' duties.

Physical training plays an important part in the life and an annual boat-pulling race is held with the cadets from H.M.S. *Worcester* in the Thames.

Although the average age of entry is 14½, as stated above, boys may enter at any age between 13 and 17.

The fees work out at about £130 annually.

"Here you are taught Sea Truth, to eat hard bread,
To suffer with a rigid upper lip,
And line by Look-Out, Latitude and Lead."

This famous old ship had a figurehead which was believed by some to be an effigy of Nelson, hero of the Nile, but others stoutly affirm that it was of Admiral Collingwood. Be that as it may, it was a tragedy when the ship was run into in 1928 and the figurehead was carried away never to be retrieved.

In 1938 and 1939 *Conway* was drydocked for a complete overhaul and a fine new figurehead of Lord Nelson was unveiled by John Masefield, who, incidentally, recorded that during research work he had found that the ship had logged 13.5 knots on one occasion.

The ship measures 4,375 tons displacement and is 240 feet in length.

Attached to the ship are the playing fields and "Conway House".

During the Great War some 100 cadets were passed annually into the Royal Navy.

Entry and Training of Officers

In 1935 an Air Training Scheme was inaugurated so that cadets may be fitted to take up a career in the Royal Air Force if they so desire, as mentioned earlier.

The deeds of past and present "Conways" are recorded in the magazine, *The Cadet*, which was first issued in 1889.

"Quit ye like men. Be strong" is the proud motto of this grand old ship.

H.M.S. "Worcester" (Incorporated Thames Nautical Training College)

Perhaps of all the Merchant Navy training colleges H.M.S. *Worcester* is the best known.

It was in 1861 that a group of lovers of the sea and of the Merchant Service in particular, gathered together and discussed plans for raising the status of the Service by providing a first class college for the training and education of future officers.

Coupled with this was the desire to furnish excellent material for the future of the Royal Naval Reserve which was beginning to arouse more interest throughout the country.

Prime movers of this laudable enterprise were Lord Alfred Paget and Richard Green, the shipowning and shipbuilding personality of Blackwall.

They attracted the attention of leading shipowners and formed the Thames Marine Officers' Training Association as it was then called.

In 1862 the *Worcester* was opened up as a Training Ship in the Thames at Blackwall Reach, which was a very congested part of the river.

Consequently she was towed to Erith in the following year where she remained for six years until moved to moorings off Southend Pier.



The Merchant Navy

In 1871 she was moved once more to Greenhithe which has remained the home of the College ever since.

Owing to the increasing popularity of the ship it was necessary to provide a larger and better vessel and consequently the present ship was obtained on permanent loan from the Admiralty.

This vessel has a most interesting history.

She was laid down in 1833 as the 100-gun ship of the line *Royal Sovereign*. She was still on the stocks in 1839 when it was decreed that her name should be changed to *Royal Frederick*.

Naval re-armament was evidently in those days even more neglected than it was after the last Great War, because twenty years later we still find her in more or less the same state.

In that year, 1859, it was decided to increase her armament to 116 guns. One year later still the authorities made up their minds to complete her as a screw auxiliary with 86 guns and the new name of *Frederick William*.

As such she took the water in 1860, but as she was now completely out of date, bearing in mind the lessons imbued from the Crimean War and the introduction of iron-clad ships of war, she was immediately sent to the Reserve Fleet.

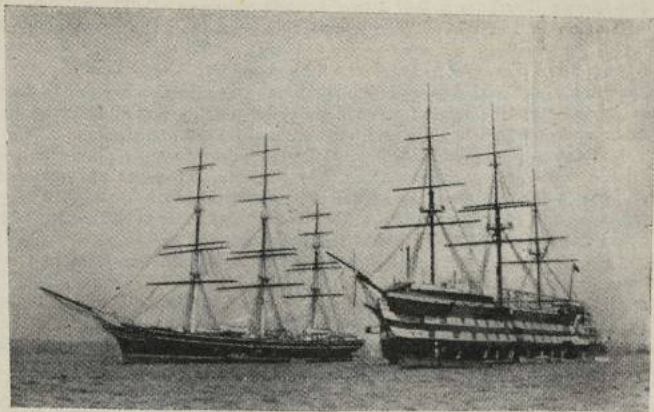
A little later on she was commissioned to act as Guard Ship at Foynes, and was accordingly reduced to 74 guns.

In 1868 she once more returned to Portsmouth where she was laid up until 1876 when the Admiralty agreed to lend her to the Nautical Training College.

She proceeded to London, was suitably adapted and took up her station in 1877.

From this time onwards the ship became more and more popular and she became an unqualified success.

The boy who afterwards became Admiral Togo of the Japanese Navy served in



H.M.S. "WORCESTER"
(The vessel on left is "CUTTY SARK")

The Merchant Navy

her from 1873 to 1874 and ever afterwards he treasured affectionate and thankful memories of the training that he received.

In 1880 former *Worcester* cadets raised enough money to build and equip a life-boat and station in the Isle of Wight, and this boat took the name of *Worcester Cadets*.

Three years later *Worcester* was run into by a steamer.

In 1890 the annual boat race with the rival training ship *Conway*, of Birkenhead, was inaugurated and this created great enthusiasm until it was abandoned in 1906. It was once again started in 1929 and has regained its old popularity.

In 1920 the estate of Ingress Abbey, facing the ship, was purchased to provide playing fields and shore accommodation, hospital, etc. This fine old mansion had been built partly from stones taken from old London Bridge.

As in *Conway* and Pangbourne, the cadets wear the uniform of cadets Royal Naval Reserve and the system of training and facilities provided are along the same lines. Ranking as a Public School, the education includes general subjects and certain elementary training in aviation.

The annual speech day is visited by many prominent seamen and Admiral Sir Edward Evans is one of the best known "Old Worcesters".

Down where the river widens with the endless panorama of shipping to delight and instruct the lads with sea in their blood, lies the old ship and nearby lies *Cutty Sark*, which was brought up the river in 1938 to serve as an additional training ship.

Worcester herself is some 214 feet long and has a displacement tonnage of 4,275.

The Admiralty grant special facilities for entry into the Royal Naval College, Dartmouth, between the ages of 15 and 15 years 4 months, and also for direct entry into the Royal Navy between the ages of 17 and 18 years 8 months.

Most of the leading shipowners give preference to cadets from one or other of the three great training establishments.

Entry and Training of Officers

Fees are in the neighbourhood of £140 per annum.

In 1938 the famous old clipper *Cutty Sark* was presented to the College as an additional training ship and she lies close alongside *Worcester*, and parties of cadets normally visited her every day for sail training.

This old ship bears almost the same relationship to the Merchant Navy as does H.M.S. *Victory* to the Royal Navy.

She was built in 1869 and she beat most other ships in speed and seaworthiness.

The old panelled library of Ingress Abbey forms the *Worcester* Chapel, and it contains a collection of Commodores' flags presented by "Old Worcesters".

Adjoining the Abbey is a hangar with a two-seater aeroplane and models for instruction purposes.

An average of forty-five cadets are appointed to leading shipping companies in a year.

In September, 1939, cadets were transferred from Greenhithe to Fooks Cray Place, Fooks Cray, Sidcup, Kent, which is a large residence standing in an estate of 100 acres. From time to time parties of cadets visit the ship and the swimming baths at Ingress Abbey.

The college magazine is *Dog Watch*, published at the end of each term and this keeps old boys in touch and helps to maintain the *Worcester* motto, "Union is Strength".

Pangbourne. (THE DEVITT & MOORE NAUTICAL COLLEGE, LTD).

This great training establishment for officers for the Merchant Navy situated upon an eastern spur of the Berkshire Downs, 200 feet above the Thames, owes its foundation to the public-spirited and far-seeing efforts of the late Sir Thomas Devitt and his son, Sir Philip.

Although only founded in 1917 as a shore establishment for training officers for the Merchant Navy, it can, in fact, lay claim to having its roots planted well into the

The Merchant Navy

past, as it is the logical outcome of a scheme dating back to 1861 when the famous owners of sailing ships, Devitt & Moore, devoted their attention to training cadets in their ships. From that time until 1918 when the last of their sail-training ships, *Medway*, was requisitioned by the Authorities for war purposes, many hundreds of cadets received a practical training at sea under the famous House Flag and became valuable officers in the Merchant Service or the Royal Naval Reserve.

So well did the Admiralty regard the training that during the war period they urged that as many cadets as possible should be given twelve months' training in the sailing vessels *Medway* and *Port Jackson* before receiving them as Probationary Midshipmen, R.N.R.

But to go back a bit. Some thirty years after Devitt & Moore had launched their original scheme, they inaugurated in 1890 a further development in conjunction with the first Lord Brassey, under which intending officers were given a yet more thorough education to fit them for their careers.

In 1909 this was again extended and a new company called Devitt & Moore's Ocean Training Ships, Ltd., was formed for that purpose. Associated as shareholders were several well-known shipping companies and the surviving partners of Devitt & Moore became the Managers.

In 1916 the latter, with their long experience of training cadets at sea, came to the conclusion that it was not possible, under the confined conditions of ship life, to provide all the facilities essential to the education of the modern officer.

They decided, therefore, to found a shore establishment to be conducted on business lines but with the essential difference that no form of profit was derived beyond the production of well trained embryo officers.

The fine range of buildings occupying a magnificent position high above the river was acquired, together with a boathouse and long river frontage on the Thames.

The College was officially opened by the then Second Sea Lord in November, 1917.

Entry and Training of Officers

Mention has already been made of the request of the Admiralty to train cadets for service in the Royal Navy and the first college-trained groups became available in the Autumn of 1919.

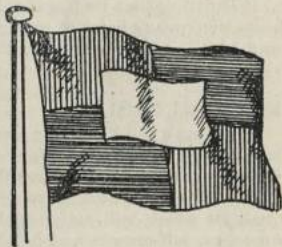
The syllabus of study is designed in order to provide a good general education, together with a strong bias towards a sea career, in order that a cadet who changes his mind during his training and desires to follow some other vocation may be in no way handicapped. All cadets are prepared for and take the School Certificate. The majority pass into the Merchant Navy, for which Service the College was founded; a limited number are eligible, under a special scheme, to compete for direct entry into the Royal Navy between the ages of 17 and 18 years and 8 months, while others are well equipped to enter other professions or civil employment.

Before the College was opened in 1917, the Lords Commissioners of the Admiralty acceded to a request of Messrs. Devitt & Moore, by giving permission for the cadets at Pangbourne to wear the uniform of a Cadet R.N.R. during their period of service at the College, and thus for the first time was that uniform recognised.

The main approach to the College, Prince's Drive, was officially opened by the Master of the Merchant Navy, H.R.H. The Prince of Wales, in 1927.

In the autumn of 1931 a change of constitution was decided upon and this involved the setting up of a Board of Governors and a new Company was created under the title of The Devitt & Moore Nautical College, Ltd. (a private Company, not for profit).

The normal age of entry is between 13 and 15 years and although the length of



The Merchant Navy

training varies according to the exact age and capacity of each cadet, the average is about four years.

Two years at the College are allowed by the Board of Trade to count as one year's sea service providing that a satisfactory Leaving Certificate has been obtained.

The fees are £160 per annum.

The College magazine, the *Log*, keeps old Pangbournians in close touch with the affairs of the College and members of the Old Pangbournian Society.

"Fortiter Ac Fideliter" is the motto of this splendid institution.

It is fitting that its flag should be the House Flag of Devitt & Moore which represents two greasy bales of wool clamped to two clean bales, depicted by alternate red and blue squares; over all is the white rectangle from the centre of the Blue Peter, signifying prompt sailings.

King's Gold Medal

The King's Gold Medal is presented each year to a Cadet at each of the three training Colleges for Merchant Navy officers, namely, H.M.S. *Conway* in the Mersey, H.M.S. *Worcester* in the Thames and the Nautical College at Pangbourne.

His Majesty's wish is to "Encourage the Cadets to acquire and maintain the qualities which will make the finest sailor. These consist of cheerful submission to superiors, self-respect and independence of character, kindness and protection of the weak, readiness to forgive offence, desire to conciliate the differences of others, and above all, fearless devotion to duty, and unflinching truthfulness".

It was instituted by Queen Victoria in 1866 and has been presented in person on many occasions by members of the Royal Family.

It was first presented to Pangbourne in June, 1927, by H.R.H. The Prince of Wales, when he honoured the College with his presence on Founders' Day.

CHAPTER VIII

A Ship's Officers and Their Duties

IT is difficult to lay down hard and fast rules about the number of officers carried by a ship and their various duties because they must both necessarily vary very considerably according to the size and class of vessel. Conditions differ again according to the trade on which she is engaged.

Under the Board of Trade regulations a minimum number is laid down for officers and crew, and in the past some shipowners have only too frequently rigidly adhered to this minimum, so that while they are keeping the letter of the law, they are working their personnel over-hard, and officers, particularly, who until recent times had nobody to fight their case, were over-worked and had a most uncomfortable time.

The large, well established firms, on the other hand, usually have a better reputation and it is only fair to say that conditions have improved all round.

There are still too many cases of ships carrying uncertificated officers or officers of other than British nationality, both of which classes naturally are less expensive to provide.

Officers in ships carrying native crews almost invariably have to have a very good working knowledge of their language and most are fluent in it.

British ships trading round the China coasts almost all have white officers and Chinese crews.

As a guide one cannot do better than take the number of officers in a passenger liner of about 20,000 tons.

The Merchant Navy

It must always be borne in mind that Merchant Navy officers command by their example and character. They have no Naval Discipline Act to back them up in enforcing orders, and the crew, although generally splendid fellows, have not the rigid training or discipline of the Royal Navy behind them.

That the standard of discipline is so high is a testimony to the conduct of the officers.

Commodore or Commodore Captain

The senior Master in a British shipping company is usually accorded the courtesy title of Commodore.

Some lines have always had one and others have had periods when the title has fallen into abeyance. Such officers fly a Commodore's Flag which is usually the company's House Flag in the shape of a burgee.

His command is nearly always the largest and newest in the fleet and is designated the "Flagship".

Captain, Commander or Master

The supreme authority. Responsible for the safe navigation of the ship and for the conduct and efficiency of his junior officers and of the whole of the personnel under his command. He is responsible for the comfort and well-being of his passengers, if carried

Master Mariner

is still his correct title and this dates from the old days when there was little difference in build between ships of war and merchant ships. Soldiers were carried to do the fighting and the sailors looked after the navigation of the ships. The Captain was the head of the troops and the Master was the head of the seamen.

A Ship's Officers and their Duties

A man who holds a Master's Certificate but who has never held a command should not use nor be addressed by the title of Captain.

In most large liners all the Navigating Officers hold Masters' Certificates regardless of their actual position on board.

The Commander is known as "The Skipper" or "The Old Man" to his crew.

Staff Captain

Many of the large liners carry a Staff Captain whose duties may be likened to those of a Commander in a ship-of-war. The senior Executive Officer and the right-hand man of the Commander, he is frequently entirely responsible for the navigation, but the Master is always the ultimate authority.

It is the proud tradition of the Merchant Navy that the Master is the last to leave his ship when she is in danger. In bad weather or times of anxiety he keeps to the bridge, sometimes for days at a stretch, with occasional snatches of sleep in the chart-room.

Chief Officer

If a Staff Captain is not carried, the Chief Officer acts in the same capacity. He is responsible for the smooth working of the entire ship, is in charge of the entire upper deck personnel and more often than not in charge of or responsible for the cargo.

He does not stand watches.

First Officer

Comes next below the Chief Officer if carried, or, in smaller ships, next to the Master. Under him are the SECOND, THIRD and FOURTH OFFICERS who are the actual watch-keeping officers.

Frequently there are Senior Seconds, Junior Seconds and so on.

In smaller ships there is no First Officer and the Second comes next to the Chief Officer.

The Merchant Navy

In Board of Trade parlance all these officers are Mates and were formerly spoken of and to, as "Mister".

Watches are usually kept by a senior and junior officer together, the senior being O.O.W., and during his term of duty he is responsible for the navigation and safety of the ship although the Master bears the final responsibility.

The O.O.W. receives periodical reports from the ship's police, the carpenters and stewards regarding their different departments. All navigational, bridge and engine-room instruments, telegraphs, etc., are tested during the watch and all water-tight doors, fire alarms and safety valves are inspected at regular intervals.

Lamp-trimmers at night report all navigational lights burning every half-hour and any change of course or unexpected events have to be reported to the Master.

Daily the Master "goes rounds", that is, he makes an inspection of the ship attended by the Purser, the Engineer Officer and sometimes by the Surgeon.

All the above gives but a very brief outline of duties.

Cadet, Midshipman or Apprentice

All ships do not carry these junior officers who are either sent direct to sea under the "Apprentice" system or else come from one of the Colleges or Training Ships. In the former case the apprentice is indentured to the company for a term of years and a premium is paid to the shipowner to teach him his job. This is returned in wages. The system is gradually dying out in favour of the properly trained junior coming from the Colleges who enters direct as Junior Officer in most cases.

In many instances in the past the youngster had to pick up what he could on the voyage. He was frequently employed entirely on seaman's duties or in cleaning brass-work, and the only opportunities that he had for acquiring knowledge depended upon the goodwill of the Master and officers, who, however well intentioned, had little time to spare to train juniors.

A Ship's Officers and their Duties

The system of entry is gradually becoming standardised and they receive a thorough training, especially in some companies such as the Federal, for example, whose ships have accommodation for a good many cadets. Being cargo ships only, but of the largest and finest type, there is plenty of time to regularise a proper system of training and instruction, much as in a training cruiser of the Royal Navy.

Cadets take their turn with the watch-keepers and in addition they have to make a thorough study of the lay-out of their ship and draw up weird and wonderful charts showing the stowage of cargo and the position of valves, water-tight doors and so on.

So much for upper-deck officers.

Engineer Officers

In complete command in the engine-room is the CHIEF ENGINEER, or "Chief" as he is usually spoken of. He is responsible only to the Master.

There is in large ships usually an ASSISTANT CHIEF ENGINEER, but in the Merchant Navy there is never a First Engineer.

Next come SECOND, THIRD and FOURTH ENGINEERS, who all take shares in engine-room watches.

It must be remembered that all the auxiliary and refrigerating machinery comes under this department.

Lighting, ventilating and water supplies are, needless to say, of prime importance, and complaints by passengers that their bath or shaving water is not up to the right temperature, have all to be borne by the engineers.

Surgeons

These officers vary according to the size of ship and the number of passengers carried. Ships carrying more than twelve passengers must carry a certificated Surgeon or "M.O."

The Merchant Navy

The senior surgeon usually remains with the company for many years and under him may be a junior who is travelling to gain experience before settling down in a shore practice.

There may also be at least one Nursing Sister and she and all the medical comforts come under the charge of the M.O.

There have been many instances of Ship Surgeons giving professional advice by wireless to some ship not carrying one and many other cases in which they have gone across to another vessel, often through heavy seas, in order to perform an operation or to give personal attention.

The Surgeons may not receive any fees from passengers.

Purser

This hard-worked officer has charge of all the clerical and victualling work in a ship, both of passengers and crew. Under him may be an ASSISTANT PURSER or a DEPUTY ASSISTANT or a DEPUTY PURSER and several ASSISTANT PURSERS or "A.P.s."

It has often been said that Pursers are born, not made, and judging by some companies this must be true. To reach perfection one has to be a super-man, diplomat and managing director rolled into one.

In some companies it is said that "Pursers may come and Pursers may go, but the company goes on for ever".

It is a well-known fact that travelling in any shape or form, brings out the worst in a person, and judging by the conduct of some passengers in ships, this is certainly true. They are usually well fed, well housed, kept amused and pampered and have nothing to do but "grouse".

Board of Trade, Customs and Health Authorities all have to be satisfied by the filling in of innumerable forms. Immigration officials have to be provided with full details and passports of intending settlers and crews have to be paid.

A Ship's Officers and their Duties

Statistics have to be kept of all goods consumed, and sometimes a certain Director may expect the most extraordinary additional statistics kept for his own personal benefit.

All passengers ventilate their complaints or requests at the Purser's Office, which is usually open at certain hours only. Because of this no doubt the universal opinion has grown up that the Purser and his staff have little to do. The facts are, that as in banks, the real hard work is done when closed to the public.

All shore excursions are arranged by the Purser's staff. Orchestras, sports committees and stewards are all in the same department.

The mail is handled by the same quarter and valuables may be left in charge.

Money is exchanged into foreign currency. In short, over and above the general routine of the ship herself, the entire welfare and comfort of the passengers is the care of the Purser.

Rates of Pay of Ships' Officers

Pay varies according to the company and according to years of service, and it is impossible to give anything but a general idea for the sake of interest.

It can be said that when a cadet has finished his service with a company and is promoted to Junior Officer he will receive a salary of from between £130 to £150 a year.

Junior or Third Officers in a passenger ship receive from £144-£252 provided that they hold Master's Certificates.

Second Officers	£144-£300
First Officers	£180-£460
Chief Officers	£250-£600
Captain	£500-£1,000
Commodore	£1,500

The Merchant Navy

Promotion in liner companies is slow and goes very largely by seniority.

In cargo ships the rates of pay are lower than those above, and here is a rough idea: Second Officer, £170-£227; First Officer, £227-£300; Masters, £300-£600.

Promotion of Officers and Board of Trade Certificates

Year by year the standard required by the various Board of Trade examinations becomes higher. New and more stringent regulations again came into force at the beginning of 1930.

There are four certificates in all.

Before a cadet may present himself for his first examination, that is for the Second Mate's Certificate, he must have reached his twentieth birthday, and have served not less than four years at sea, of which at least four-fifths must be served away from a home port.

Two years at one of the recognised Training Ships or Colleges is allowed to count as one complete year of sea service.

This is always providing that the cadet has received the Leaving Certificate.

On obtaining the Second Mate's Certificate an officer is entitled to take charge of a watch. After eighteen months' sea service in charge of a watch he may present himself for his First Mate's "ticket".

After a further eighteen to thirty months, according to the rank held on board in the interval, a man may sit for his Master's Certificate.

Possession of an Extra Master's Certificate does not carry with it any definite advancement, but it enables the holder to apply for special positions for which it may be demanded. It is held by a majority of Masters.

The Board of Trade have full powers to deprive an officer of his certificate or to suspend it for a period if, in their judgment, he is considered to have failed in his duties as a seaman or to have failed to take all reasonable courses of action. After

A Ship's Officers and their Duties

every loss of a British ship or serious casualty, a Board of Trade inquiry is held to inquire into the cause and to apportion blame as necessary.

Wireless Officers and The Marconi Company

Wireless Officers or "Sparks" are not, strictly speaking, members of the British Merchant Navy.

They are employees of the Marconi International Marine Radio Co.

They receive their training in shore establishments and are "lent" by the company to the shipping lines, and so may remain with one ship or company for a considerable time, or, if they choose, may serve in many ships in the course of a few years.

At the time of the introduction of the Standard pattern uniform in 1918 for the Merchant Navy, a pattern was also authorised for wireless operators. This consists of wavy stripes as shown on another page.

The cap badge is that of the Marconi Company.

Although not belonging to the sea service, Wireless Officers have built up, in a comparatively short time, a high tradition of devotion to duty. It was only in the early years of this century that wireless or radio was first adopted in ships, and even before the last war it was almost in its infancy.

If there is not always an operator actually in the wireless cabin or room, an automatic alarm is connected to the officer's cabin so that at all times of day or night there is a constant watch.

One of the earliest examples of gallantry was performed by the operator of *Titanic*, who continued to send out distress calls until the end; and instances since, both in war and in peace, have become too numerous to recount.

The Wireless Officer is gladly accepted as a worthy colleague by all ranks of the Service.

CHAPTER IX

Training Of Seamen

THE training of officers underwent drastic reform in the few years preceding the present war, but there was still no satisfactory generally recognised scheme for training seamen.

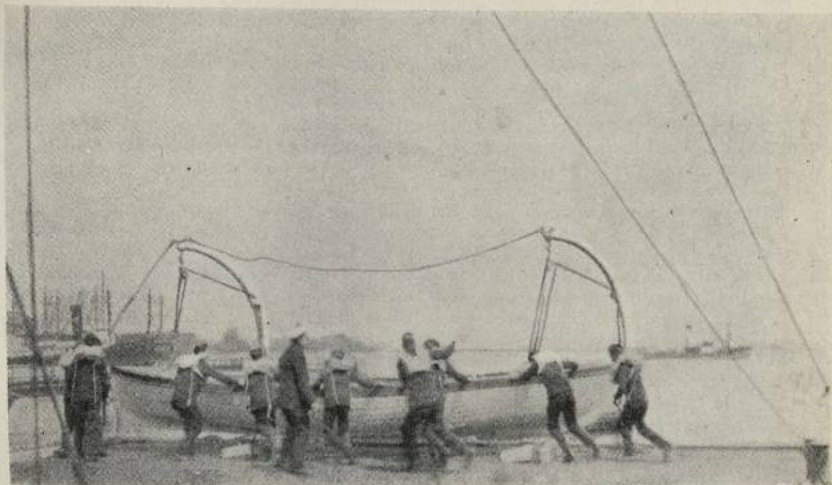
The Training Ships did excellent work, as mentioned in another chapter, but, on the other hand, lads so trained frequently found themselves even at a disadvantage when serving in ships alongside other men whose sole qualification for being, say, an A.B., was to produce evidence to prove that they had served as deck hands for three years.

The discipline acquired by the boys from the Training Ships was not taken into account by many shipowners, and it often appeared to be a waste of time.

Movements were on foot in many quarters to bring about a general agreement among shipowners to institute a proper basis for training both before joining the Service and while afloat in their early years.

Training establishments ashore were to be included in this scheme, where the rudiments of seamanship would have to be acquired by all who aspired to a life afloat.

In October, 1940, His Majesty decided to award three silver medals annually to boys in the junior training ships and nautical schools to encourage them to "acquire the best qualities which make good sailors" and to be awarded to the boys who fulfilled these conditions.



TRAINING CREWS. LIFEBOAT DRILL

The Merchant Navy

Some Training Ships for Merchant Seamen

Conway and *Worcester* are His Majesty's ships, still borne on the Navy List and permanently lent to the Merchant Navy.

The following ships are not naval and are designated by the letters T.S. (Training Ship):

"ARETHUSA." In 1866 the late Lord Shaftesbury gave a supper to some hundreds of poor boys in a factory at Seven Dials, in what were then the worst slums of London.

He asked them if they would like to go to sea, and so enthusiastic was the response that he went to the Admiralty to ask for a ship.

They fell in with the scheme and lent the *Chester*.

She was replaced in 1874, thanks to the generosity of the late Baroness Burdett Coutts, by *Arethusa*.

This ship was laid down in 1845, launched at Pembroke in 1849, and was the last ship in the Royal Navy to go into action under sail.

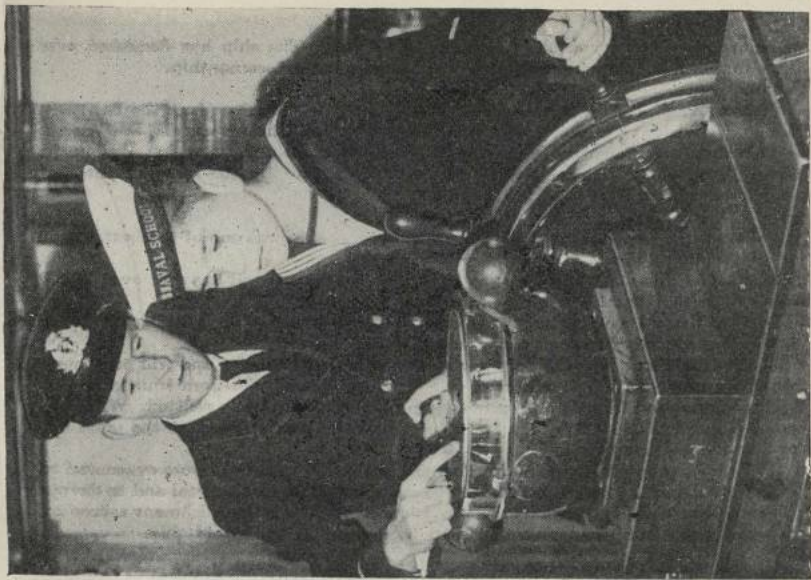
This was at Odessa, during the Crimean War.

The management of the training ship is in the hands of the Shaftesbury Homes, and in 1932 the old ship was condemned as unsuitable.

The fine steel barque *Peking* was purchased and she was moored in the Medway, opposite Chatham Dockyard.

She is a vessel of 3,191 tons.

"INDEFATIGABLE." Near H.M.S. *Conway*, in the Mersey, lies this well-known ship. The establishment founded in 1865 by the late Mr. Harold Bibby, whose name will ever be held in grateful remembrance. For many years its work was carried on in an old wooden vessel, but this was replaced in 1914. It has more than achieved its aim of supplying the Merchant Navy with a leaven of embryo seamen, sons and orphans



WHEEL AND BINNACLE INSTRUCTION

The Merchant Navy

of seamen and other youths of good character only. The ship has furnished over three hundred lads already initiated into the rudiments of seamanship.

"MERCURY II." In the Hamble River. Formerly H.M.S. *President*, the R.N.V.R. (London Division) Training Ship. Prior to this she was known as H.M.S. *Buzzard*.

This ship took the place of *Mercury I*, formerly a tea clipper, which, during the Great War, when tonnage was scarce, was taken over by the Government, but foundered while engaged on war service.

"WARSPITE." Owned by the Marine Society, this ship was one of the best known of all Training Ships.

Since 1756 this society has been training boys for the sea and has sent over 71,000 to serve in the Royal and Merchant Navies.

In 1922 the old wooden ship was burnt, and was replaced by a former cruiser of 4,360 tons, named *Hermione*, which was renamed *Warspite*.

During the Great War this ship was stationed at Southampton and will be remembered by many R.N.V.R. officers of the Auxiliary Patrol who were trained in her.

Her engines and funnels were removed and she was completely refitted. When she was inaugurated in 1923 by the Prince of Wales she was regarded as the most up-to-date ship of her type.

She was moored off Grays, in the Thames, but in 1939 the boys were evacuated to a safer area, and in 1940 it was decided to sell the ship for scrap metal and to devote the sum thus obtained towards the provision of a training establishment ashore on an even more ambitious scale than had been possible in the old ship.

GRAVESEND SEA SCHOOL (SHIPPING FEDERATION). When the problem of manning became acute in the latter years of the last war the Board of Trade, the Shipping



IN THE GALLEY

The Merchant Navy

Federation, the Seamen's Union and representatives of the owners met to decide upon a course of action.

Among their decisions was one to provide adequate training facilities in the future for lads who wished to be trained exclusively for the Merchant Service, as it then was.

Originally it trained them for deck boys and firemen, but this latter was afterwards altered to stewards.

Over half of the boys entering the Service pass through the school, which has accommodation for some 300.

The course of instruction, which lasts from ten to twelve weeks, is for boys of the highest character only. Training is especially given in the use of safety appliances, such as lifeboats and fire-fighting appliances.

It is given to deck and catering boys alike.

After a short course ashore, advanced instruction is given in the tender *Triton*, a former surveying ship of the Royal Navy, built in 1882, which is moored in the river close to the school.

The full course of training, food and accommodation is absolutely free to boys between 15½-19 for deck hands or up to 17 for the catering department.

Many old boys have risen to command or to the post of Chief Steward.

Just before the outbreak of war, in September, 1939, the school was removed to Sharpness Dock, Gloucester, where training is also held in the old *Vindicatrix*, lent for the duration of the war by the Shipping Federation.

The Gravesend premises were later taken over by the Admiralty to train men called up for service and who expressed a preference for the Merchant Navy.

PRINCE OF WALES' SEA TRAINING HOSTEL. Maintained at Limehouse by the British Sailors' Society, and provides efficient, disciplined deck or bridge boys, fully equipped and ready to leave at half an hour's notice.

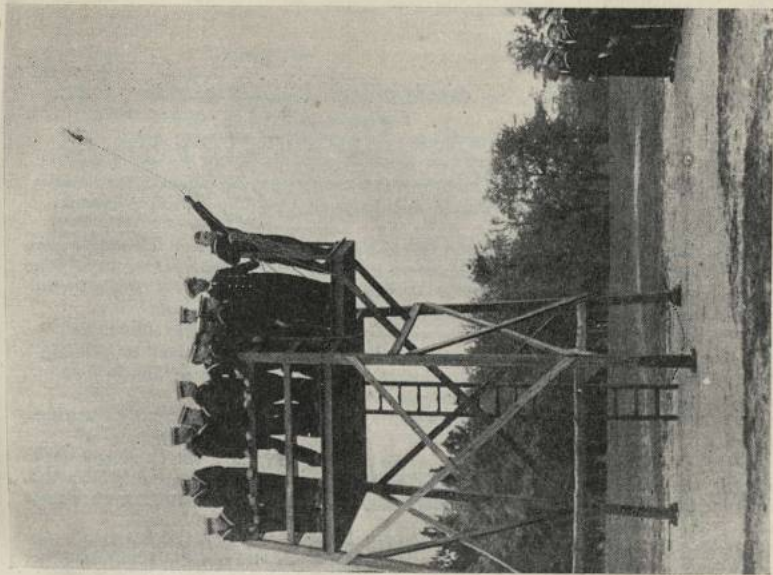


SIGNALLING PRACTICE

The Merchant Navy

WATTS NAVAL TRAINING SCHOOL. Dr. Barnardo realised what a magnificent training ground and career was opened up to British boys by the Merchant Service as it then was. When, therefore, in 1901, Mr. Edmund Watts, of the firm of Watts, Watts & Co., presented the fine buildings and grounds known as the Watts Naval Training School, a new branch of the Barnardo work was instituted.

The school has a fully qualified staff under the direction of a retired Naval officer and every year some 300 boys are housed and given a general and nautical education. Whilst most of the boys are trained for, and enter the Royal Navy, there are increasing numbers who pass into the Merchant Navy and many have risen to positions of command. Life is carried on in the best traditions of the Navy and the boys are grouped into watches, divisions, messes and so on.



HEAVING THE LEAD

CHAPTER X

The Crew of a Merchant Ship

THE majority of the crew of a large merchant ship carrying passengers primarily, consists of those in the Stewards' department. The upper-deck personnel is comparatively small.

Ranks are the same as those in the Royal Navy as a general rule, although there are no Warrant Officers, unless such people as Chief Stewards may be said to take their place. Nor, naturally, are there so many non-substantive ratings, although there are cooks, printers, deck stewards, mess-room waiters and so on.

The Chief Petty Officer is the BOATSWAIN who comes between the officers and the men. For this reason he has acquired the nickname of "Chief Buffer" or "Buffer".

It is a very old title, dating back to Viking days, and comes from "Boats' Swain", meaning that he has to "husband" or look after the crew.

He and his subordinates take charge of the seamen and superintend all working parties.

The MASTER-AT-ARMS is head of the ship's police, and patrols the passenger decks as well. He takes control at the gangways to keep an eye on undesirable elements, and sometimes has to eject too-persistent natives who pester passengers with their wares.

The BAGGAGE MASTER has, as his name implies, entire charge of stowage and removal of passengers' personal packages. His life is not always a happy one, as passengers frequently endeavour to get permission to extract articles packed in the

The Crew of a Merchant Ship

"Not wanted on voyage" rooms. He has to stow it in such a manner that passengers disembarking at intermediate ports suffer no inconvenience, and the stay in such ports does not allow of much delay.

The highest rank of seaman is ABLE-BODIED SEAMAN (A.B.), although some may be given the rating of Leading Seaman.

This group provides the QUARTERMASTER, who takes charge of the wheel, and strangely enough Chinamen seem to make very good quartermasters, perhaps because they seem to be able to concentrate better than the average European.

Next ships come the ORDINARY SEAMEN (O.S.), and then the Boy Ratings, who act as messengers, signallers and so on.

More and more attention is being devoted to the training of efficient Signalmen, and it is very necessary.

This about completes the list of upper-deck personnel.

King of the catering department is the CHIEF STEWARD. Sometimes he ranks as an officer, and he is very frequently taken for one by passengers, as he is always in evidence on embarkation days, usually flitting around the gangways.

In ships which do not carry a Purser, all the clerical work is performed by the Chief Steward.

As of the Purser, it is frequently said with truth that a good Chief Steward is born, he can never be made unless he has the necessary gifts.

In some Lines it is said that the Directors would rather lose a Captain than a good Chief Steward.

There are numerous Deputy or Assistant Stewards, according to the size of the ship.

Under the Chief Steward come all the waiters for dining saloons, cabins and deck. The entire provisioning and catering is in his hands.

In the engine-room there are the Firemen, and Stokers.

The Merchant Navy

In the days of oil-fired boilers and motor ships, the number is getting less than before, and the place of the less-skilled man is being taken by the scientifically trained.

The task of stoking a ship is a very difficult one, and the idea that any idiot can perform it is very wrong. Not only is a great amount of strength and physical endurance necessary, but in addition, very great skill is required to furnish an even and regular supply of fuel to the furnaces.

Many of the ships on the Eastern runs have all, or a large proportion, of the engine-room staff furnished by native seamen.

Some of the big Lines also employ native seamen in the Stewards' departments. This will be discussed in another chapter.

As a matter of interest the number of crew carried by a few representative types of British ships is appended:

<i>Queen Mary</i> (express passenger and mail N. Atlantic liner)	1,100
<i>Viceroy of India</i> (P. & O. 20,000 tons Eastern liner)	600
(Made up of about 110 deck department, 75 engine-room, and the rest stewards' and pursers' department.)	
<i>Worcestershire</i> (11,000 tons, "First-class only")	200
<i>Beaver Class</i> (10,000 tons cargo liner)	80
8,000 ton tanker	40
5,000 ton tramp ship	35

Rates of Pay of the Crew of a British Merchant Ship

The standard rates of pay obtaining at the outbreak of the war in September, 1939, are set out below.

Over and above these a war risk bonus of £5 monthly is paid, with half rate for boy ratings.

The Crew of a Merchant Ship

The rates of pay vary somewhat according to whether the man is employed on the home, coastal or foreign trade and according to the tonnage or number of passengers carried.

Pay in tankers is slightly in excess of that shown.

<i>Ordinary Seaman</i>	£5 16s. 3d. monthly to £7 7s. 6d.
<i>Able Seaman</i>	£10 12s. 6d. monthly or £13 8s. 6d. if they find their own food.
<i>Boatswain</i>	£12 10s. 0d. to £14 15s. 0d.
<i>Fireman</i>	£11 2s. 6d.
<i>Assistant Steward</i>	£9 17s. 6d.

CHAPTER XI

Native Crews

THERE are foreign seamen in many British ships. In some cases they have no right to be there. In other words, no ship, the great majority of whose crew consists of foreign subjects, should be permitted to wear the Red Ensign.

On the other hand there are some ships for example, those trading round the China coasts—in which it is a good thing. In some cases seamen may be from Hong-Kong and therefore British subjects, in others the arduous life might be too much for Europeans, and, again, it is only just that ships deriving most of their profits from China should give employment to Chinese seamen.

Generally, however, the term Native Seamen is understood to mean natives of some part or other of India.

If rightly led the Lascar, as he is usually, although frequently erroneously, termed, makes a very reliable, brave and disciplined member of the crew.

In companies such as the P. & O. he is an institution. Many of the upper-deck crews of this famous Line are recruited from Ratnagiri and Surat, on the west coast of the Peninsula.

British India native seamen also come from this part. A "Kumpani" ship is the native description for a P. & O. liner, an interesting reminder that this company is to a certain extent the modern counterpart of the old East India Company.

Many other Indian seamen seen in this country come from Chittagong and are Mohammedans.

Native Crews

Perhaps the finest native seamen of all come from the Laccadive and Maldivé Islands, but they are not too numerous in these days and usually confine themselves to vessels trading solely in Indian or Eastern waters.

Engine-room ratings are usually Mohammedans from Chittagong or Punjabi Pathans. It is strange how different districts or races seem to specialise in various branches.

Most of the stewards are Goanese from Marmagoa, an old Portuguese settlement. They almost invariably speak good English and are Roman Catholics. Other stewards come from the Calcutta district.

Hindus perform the most menial occupations, such as sweeping decks.

"Khallasies" or "Callassees" is the correct term in which to refer to Indian seamen.

The native in charge is a "Serang", which means a Headman, and under him are several "Tindals".

A Quartermaster is a "Secunny", and the Hindu sweepers just mentioned are "Topasses".

The Serang is all powerful, although his power is sometimes shared by the "Cassaub", who looks after the stores and is a very old and trusted servant of the company.

A European officer who gets on the wrong side of these men is not likely to forget it, but, on the other hand, child-like affection and loyalty is given just as freely.

Much has been written about the unreliability of the native in time of crisis, but a great deal of this is exaggerated or untrue.

Usually the fault lies with his training or the leadership shown by the white officers, and he has demonstrated his bravery on many occasions in the past, both in war and in peace.

The shipping company is held almost in reverence, and sons follow their fathers into the same Line wherever possible.

It is essential that all European members of the crew should understand the various customs and religious observances of the Callassees and all officers should be able to

The Merchant Navy

speak the quaint language called Lascari, which is founded on Hindustani, and which is understood by all the native seamen from whatever part of India they may come.

In some cases, should a shadow of a white man fall over the food, which is usually eaten while squatting on the deck, the repast will be immediately thrown overboard as being defiled or contaminated.

With the growth of the Indian Merchant Fleet it is anticipated that more and more natives will find their employment afloat.

The loyalty of the native seamen extends far beyond loyalty to the company.

Towards the end of 1940 there walked into a Government office in Aden an engine-room fireman named Ali Ahmed Ruban. He handed over 100 rupees, constituting one half month's pay, and asked that it should be used to purchase cement for repairing the house of the King-Emperor after its bombing by German airmen.

A special message of thanks from His Majesty was sent to the seaman.

Incidentally, other native seamen of the same shipping company had previously contributed one day's pay towards the purchase of a Hurricane fighter aircraft.

Indian Officers

A few years ago the former patrol vessel *Dufferin*, of the Royal Indian Navy, was acquired for training Indian personnel as officers in the Merchant Navy.

She was stationed in the harbour of Bombay, and is run on lines very similar to those of *Conway*, *Worcester* and *Pangbourne*.

Cadets are drawn from different stations of life from those of the Lascar seamen, and the results so far obtained have been most encouraging.

The intention is, for the moment, that they should confine themselves to Indian-owned ships trading exclusively in Indian or Eastern waters, but it is to be hoped and expected that they will, in time, take their place in an enlarged shipping industry, owned and controlled by Indians.

CHAPTER XII

Let's Go To Sea

WHAT actually happens when a ship goes to sea? Or what do sailors do all the time?

These are questions repeatedly asked by all sorts of people who perhaps form their opinions from pictures of happy people, looking like living advertisements for some brand of dental cream, sprawling on the decks of a cruising liner.

The general opinion seems to be either that seamen spend all their days dancing the hornpipe and singing sea chanties or else walking about the decks resplendent in gold lace.

Cutting out all these distorted views, it is a fact that not many people do have any clear idea of the daily routine in a merchant ship.

It is quite impossible to convey much impression in a short article because it all depends upon what class of ship a person has in mind, giant liner, intermediate passenger ship, cargo liner, tramp or bucket dredger.

On the other hand, it may be interesting to record very roughly an outline of what takes place, say, in a passenger liner of 20,000 tons, on the Australian or Eastern run.

Well, let us suppose that it is a few days before sailing date.

When a liner has cleared out all her passengers and discharged all her cargo at the end of a voyage she is usually left in charge of one or two caretakers, who are old and trusted servants of the company and not decrepit shellbacks as the name might suggest.

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With them remains a skeleton staff of engineer officers and perhaps one or more upper-deck officer. If some of the other officers have no home or relatives in the home port it is more than likely that a considerable proportion remain on board.

All fresh provisions and replenishments have been ordered as soon as she arrives.

Now a few days before sailing she will be visited by members of the office ashore to check over certain items that have been asked for or to see that certain minor repairs or improvements are justified.

The Marine Superintendent, or his representative, will come down to superintend the carrying out of any repairs to the ship herself, to supply new canvas coverings to the lifeboats or to advise on a coat of paint in certain parts.

The engineers will have certain adjustments or small replacements to attend to.

The Purser's staff will come down to see that all stationery for his own office and for the smoke-rooms and lounges has been sent down.

New library books must be obtained. The bookings of cabins must be checked up with the office staff and with the tourist agencies.

All the whole gamut of blank forms necessary to satisfy a hundred and one authorities on the voyage must be procured.

The Chief Steward will probably look in to see that his myrmidons are satisfied with the quantity and quality of the provisions. Flowers must be ordered for the dining-saloons and cabins.

The ship must be fumigated against plague rats, and all dust-covers placed over furniture when the ship docked must be removed.

Oil for the boilers has to be pumped in and fresh water taken in from a water-carrying barge.

All this is only an infinitesimal portion of the things to be done, but it would be wearisome to detail more.

Let's go to Sea

Supposing that the ship is due to sail on the afternoon tide of Saturday and that everything has gone without a hitch.

On the Friday the crew will have to be taken on.

Now the Merchant Navy suffers from one very grievous handicap. Because it is a commercial undertaking, the owners cannot afford to pay a large crew for the period when they are not required. That is to say while the ship is in port the men are out of work. In a large Line, where the turn-rounds of the ships are at short intervals, most of the crew take this time as unpaid leave and the ship sails again with a large proportion of the same ratings. On the other hand, many cannot afford to wait for this, and certainly if the ship is in port for a period running into weeks, few can afford it.

Therefore a merchant ship's crew are always signed on at the beginning of a voyage and paid off at the end. It is a dreary business, involving much time and annoyance.

Even officers are not always paid full wages while on shore, and they nearly always have to work in the interval at the company's office, but they are, unless their services are dispensed with, nearly always sure of further employment.

Well now, on this Friday before sailing day, great activity takes place on the quayside in a large shed belonging to the Shipping Federation, Board of Trade, or to the company itself.

This is usually a most dreary erection, inside and outside.

Inside is a counter behind which are officials of the Shipping Federation or Board of Trade, who sign on and sign off the crews. The atmosphere is that of a post office in the dreariest part of London in the middle of the night, and it is nearly always raining or foggy.

Every merchant seaman, whether officer or rating, is provided, when he first goes to sea, with a registration certificate, which is a book about the size of and looking

The Merchant Navy

rather like a passport. It is, in fact, his passport through life, or rather through that portion of it that he elects to spend tossing about on the ocean waves.

In it is recorded full name, place of birth, height, colour of hair and eyes, etc. Next comes his rating, or rank.

There are pages on which are recorded the date of signing up, the name of ship, her tonnage, Master, nature of voyage. Next comes one space for his professional ability and another for his general conduct both to be recorded at the end of each voyage.

The officers are signed on first, number one always being the Master, and the others in order of seniority. As a matter of fact, all the officers are not always present at this ceremony, as they are chased up on board later, having been very busy with other matters.

They sign their name and other particulars taken from their certificate in a vast tome.

When the hall is full to overflowing and the entire company has been thoroughly chilled by the constant opening and shutting of doors, they gather round the counter or table in little groups according to their ratings; for instance, firemen together, stewards together, and so on.

To each of these the official reads a long paraphernalia describing all the terrible things that will happen to them if they sign on and then try to escape, or desert at a foreign port or murder the Captain, and so on.

As a matter of fact it is the reading of the legal contract binding the shipowner and the man, into which they will enter by signing their name, and which holds good on both sides only for the duration of the single voyage.

Having duly signified their understanding of this, the men file past, show their certificate to the B.O.T. man and to a senior member of the ship's staff who has been signed on already. These then decide whether they want his services or not; possibly,

Let's go to Sea

as before mentioned, in the case of large ships, most of the men are well known and in this case the ceremony is much shorter than might otherwise be the case.

In any case the signing on of several hundred men takes some time, and much patience.

Having got outside and in most cases wishing that one had never signed the beastly contract, one is only deterred from decamping by the thought of the dire penalties awaiting one if temptation proves too strong.

Once on board, officers and crew shake down and change into uniform. Work is going on all this time, testing navigating appliances, watertight and fireproof doors, main and auxiliary engines, lighting and heating appliances.

The Head Waiter is busy poring over seating plans with the Chief Steward, deciding who shall sit at the Captain's table and who shall take first sitting and who second. Probably the Purser's advice is sought.

He may know that Mr. X. is really the notorious cattle thief, and that it would be indiscreet to seat him at the same table as Mr. Y., the farmer who had suffered the loss, or that Mr. A. does not care for the colour of the Chief Officer's eyes.

Boat stations must be allotted and officers and ratings told off to take charge of each one. Stewardesses must be run through their duties, and Bell-boys told how to work the lift without making their passengers sea-sick.

Forms must be prepared to enable customs and health clearances to be given with the least possible delay.

Passengers' luggage will be already arriving, and last-minute cargo has to be stowed.

The night before sailing is usually a full-dress rehearsal; officers probably change into mess kit and friends or Directors and their friends will probably be dining on board. Quite likely also some few passengers may have arrived.

The atmosphere is mellowed, and things take on a more rosy aspect. What a few

The Merchant Navy

days or even a few hours before had seemed just a hollow shell, echoing with all tongues from the Tower of Babel, takes on the aspect of a well-regulated hotel. What seemed utter chaos has been dispelled by orderly activity.

Early on the Saturday morning there will be an inspection of crew and ship by the Commander.

The crew is drawn up on deck in what might be said to resemble Naval Divisions and the Master walks down the lines, afterwards disappearing into the depths to make a tour with the heads of departments.

Board of Trade officials will come on board to satisfy themselves that all the gadgets for the safety of life at sea are really in order, and that the lifeboats are all in place and capable of being lowered if necessary. It is no use the Chief Officer showing them one boat while the remainder may be painted up in their chocks or may have planks missing.

Last-minute instructions are received from the Head Office, and telephone calls are frantically put through inquiring the whereabouts of a missing article or paper.

Blue Peter is run up to the yardarm and the boat-train is due.

All the forenoon passengers are arriving by train, car or other means of conveyance and are besieging the Purser's office to know why they cannot have different cabins, why the ship is not sailing a day later or why it is a wet day. Others are depositing their valuables and already perhaps staking their claims to particular spots on the deck.

Towards noon the boat-train will probably have delivered the bulk of the remainder and lunch is served.

Everyone is expectant of something or other, and most are bitterly disappointed, feeling that never before has there been gathered together such a collection of hideous or unprepossessing human beings.

Eventually the meal is disposed of, the telephone line is disconnected and the last

Let's go to Sea

gangway is down, and perhaps even before passengers come up on deck the ship is in mid-stream. With such little fuss or noise is a departure made. On the other hand, there may be hand wavings or playing of bands.

Most of the afternoon is spent by people in their cabins, sorting things out, and by officers and crew shaking down into normal routine.

By dusk (dependent upon time of year) the mouth of the river will have been reached, supposing the voyage to have started from Tilbury, and inquiries will begin to come in about articles left ashore by frantic passengers or by messages not sent.

Dinner is not a very formal affair on this first night at sea, and afterwards most people turn in early.

Soon after it is light on the following morning the liner will probably be dropping her pilot at Brixham or Plymouth. To facilitate this she has probably made a slow circle, and before now when her bows have been pointing up Channel passengers have been heard to affirm that they were off the coast of France because the land is on the port side. Furthermore, officers have been accused of insolence for daring to suggest the contrary.

Now it takes four days to get to Gib, the first port of call, and sometimes life is not very active for most of this period as the dreaded Bay has to be crossed, and even if the weather is like a mill pond, many consider it bad form to admit the fact and keep to their solitary confinement.

During this time, however, the routine of the ship has been going on, and the Purser's department have been kept busy typing out enormous forms giving full details of every member of the ship's complement. These have to be made in four or five copies, one to be sent back to London from Marseilles or Toulon and others to be presented to various local health or customs officials.

Details have to be verified, and a tremendous amount of paper work has to be done between the two ports.

The Merchant Navy

Arrangements have to be made for receiving those who will join the ship at Gib, and for shore excursions during the few hours spent there.

The Chief Officer must be consulted about providing the necessary boat routine and the surgeon has to prepare to receive emigrants.

Arriving early in the forenoon, mails despatched overland are taken on and sorted out more often before passengers are up and about.

Breakfast is served on board, and immediately after the excursionists go off, accompanied by one or more members of the crew to take charge of the boats and to see them safely delivered into the hands of the accredited tourist agents ashore.

Agents of the shipping company come on board and numerous other individuals, although not so numerous as at a foreign port.

Forms are completed and despatched to England, and perhaps a few passengers and their gear shipped.

In spite of the most implicit instructions about sailing time, some people insist in delaying their return until after the time for the last boat to cast off from the shore.

However, all is well, and the ship gets under weigh once more, slips round Europa and heads into the Mediterranean.

Perhaps Marseilles, Villefranche or Toulon is the next port of call.

Assuming it to be the latter, anchor is once more dropped in the lovely roadstead early in the forenoon and the passenger comes on deck to find himself surrounded by mountains and units of the French fleet.

Not long is spent here usually, but passengers may join and mails have to be collected; the routine is much the same as for Gibraltar.

Officers usually take their exercise long before passengers are about, either playing deck hockey, medicine ball, or merely running round the decks, and once again the

Let's go to Sea

Purser's staff have to be up very early in order to handle the mail, when in port, or to put in a good hour or two before breakfast, and the office is thrown open for public business.

Naples is usually the last port of call for Orient ships or Malta for P. & O.

At the former another whole day is spent, and more sight-seeing expeditions go ashore to peer into the crater of Vesuvius which can be seen to much greater advantage by remaining on board.

The decks and even cabins swarm with Carabinieri looking for victims or more likely cadging English cigarettes

Perhaps a considerable number of foreign immigrants may be shipped here, and poor, pathetic creatures, they have to line up and be inspected by the surgeon to look for signs of infectious plague.

Many of them look like brigands descended from the mountain side, but standing in a queue early in the morning holding out their wrists and putting out their tongues, they seem to convey the impression that they regard their last moment as having come, and that they are lined up before the judge.

Now comes the run to Port Said, but before arrival much work is entailed by obtaining all the passports of everyone on board. It is surprising the number of people who have lost them, mislaid them, left them on the hall table at home, or who have never had them.

Many take offence on being pressed, and consider themselves under suspicion.

Eventually all is straightened out and arrangements are made for the first large excursion on shore. While the ship proceeds at her limited speed through the Canal, passengers may, if they wish, proceed overland, visiting Cairo and the Pyramids and rejoining the ship at Suez.

At every port of call the procedure is much the same, mail comes aboard accompanied by agents, and a host of other individuals, some officials, others not, each

The Merchant Navy

country having its own remarkable rules and regulations, most seemingly aimed at hindering or delaying innocent people.

The work entailed on all, but particularly on the Purser and his staff, is tremendous, and until Port Said is reached not many have had much rest since leaving London, providing that the ship is a full one.

Probably a change into "whites" will have been made half-way through the middle sea, and the ship's clocks will have been set forward owing to entrance into another time zone.

At Port Said the first touch of another civilisation is felt.

Vendors of strange articles and of delicious Rahat Lacoun, which is apparently the correct name for Turkish Delight, ply their trade.

Perhaps a native will somehow slip past the Master-at-Arms on the gangway or will climb in through an open port to make his way to the boat-deck and offer to dive off into the water for coins. He has to be chased away only to appear a moment later somewhere else.

The passage through the Canal is leisurely and at all times lovely to anyone with artistic tastes. The long strip of Nile green water stretches ahead like a ribbon across the yellow sand, or perhaps the buildings or remains of ancient erections on either side are tinged with a rosy hue. The passage may be made by night, and the ship's searchlight throws into relief the simple beauty of the scene.

Suez is reached, the travellers are picked up, and the ship settles down into the second phase of the journey. The atmosphere of life changes on the long run across the Indian Ocean to Ceylon.

Deck games are organised by a Sports Committee and an officer is appointed to co-operate and to attend the daily meetings. Arrangements for play have to be made, draws take place and fancy dress balls are organised.

The orchestra plays nightly for dancing and sweeps are sometimes held on the day's run.

Let's go to Sea

In some companies all the officers remain apart from the passengers beyond, perhaps, meeting them for meals. In others, they are expected to see as much of them as possible, at meals and at dances. Purser have to act as Social hosts and attend various functions. In some ships passengers make their own amusements. In others everything is arranged and provided for them. Which is the better none can say, it all depends upon temperament.

The more passengers have to be mixed with, the more work is entailed for the officer, because in his spare time he must concentrate upon a considerable amount of paper work.

Swimming baths are set up if the vessel does not have a permanent one.

Soon after leaving port, boat drill is carried out, and more often than not every boat is lowered to the passenger decks. Many passengers resent this, although it is not done for the amusement of the ship's complement but for their own safety. Some refuse to attend or send word that they are playing a game of bridge or that they are unwell.

In well-regulated ships this is never accepted as an excuse, and the Commander will never call off the evolution until every passenger and member of the crew is at his or her appointed station.

Each lifeboat is in charge of an officer, senior rating or steward who has passed the necessary drills and is considered competent to take control. Each member of the party is told how to put on his lifebelt which he will have found in his cabin duly numbered and with his boat station clearly indicated.

This drill is carried out at various intervals and abandon ship or fire drill is carried out by the crew.

Various officers have to take charge of important documents such as log books and ship's papers. The Purser must take steps to secure as much as possible from his safe.

So the regular routine goes on. Every day the Commander "goes rounds" accom-

The Merchant Navy

panied by heads of the different departments, and this is carried out at odd times so that no one can make shipshape in preparation.

Every day it is the turn of some upper deck, engineer or other officer to have his "day on", that is to say he has various special duties to perform just as an Orderly officer in a regiment.

Every day sights are taken to check the vessel's position and these are duly reported to the Master, the barometer is read and noted at frequent intervals. Cargo holds are inspected and temperatures tested.

The Purser, whose day on it is, has to inspect the kitchens during the serving of a meal and pay a visit to the third-class dining-saloon to see if there are any complaints. He also has to inspect the third-class decks at various intervals both day and night and to receive reports from the Master-at-Arms or ship's police.

A daily news bulletin is posted up in various parts of the ship as it is received by wireless.

On Sundays, Church is "rigged" in the lounge. If there is no clergyman on board, the Captain takes the service and the orchestra accompanies the singing. Collection is usually on behalf of the Missions to Seamen or some other worthy cause.

Colombo makes a slight interruption in the daily round, and more shore excursions are arranged. Considerable quantities of cargo are often landed here, and as the ship lies out in the roads all communication is by means of small boats.

In a coal-burning ship it is an interesting sight to see the endless living chain of natives carrying sack after sack into the vessel.

Usually at this port native tailors come on board as soon as the ship has stopped. They measure any passenger or officer who wants extra white clothing and before the ship sails they are back on board with the completed garments. It sounds quick work and so it is, but the clothes are of excellent fit and quality and remarkably reasonable in price.

Let's go to Sea

Nightfall sees the ship once more under way making for the second long spell of open ocean before reaching Fremantle.

Life goes on in the same way until a day or two before making port, when activity breaks out anew. Forms and passports are made ready, landing tickets made out, baggage looked out and the games competitions brought to a close.

There is a concert held on behalf of seamen's charities at which any prominent artist on board usually takes part, and sometimes these concerts are of a very high standard.

The Commander presents the prizes won at the sports and many passengers begin to clew things up and make farewells.

Arrived at the first Australian port of call, the usual officials come aboard, there is an inspection in the lounge at which passports of people landing are inspected, medical officers satisfy themselves that everything is in order before giving *pratique* or a clean bill of health and old acquaintances are renewed.

So on, across the Bight to Adelaide, and finally up the coast to Melbourne, Sydney and Brisbane. This is the end of our journey and after a few days' stay the homeward trek begins.

Leaving an Australian port is always a thing to be remembered as friends assemble on the quayside. It is the custom to throw paper streamers of all colours to those on deck, and so the ship is joined to the shore by a veritable cascade of dazzling colours, which, caught in the brilliant sun of the Antipodes, makes a beautiful picture.

The homeward journey is a repetition of the outward, but with the order reversed, and there is no need to detail more.

Out of the haze of an early spring morning shows up the lovely green of the Devon hillsides. Plymouth is abeam, and even although the voyage has only been one of about three months' duration, the sight of England brings a lump to the throat. All the way up Channel everyone on board is very busy, and vast new forms and

The Merchant Navy

sheets have to be prepared and seamen's wages worked out. If the ship misses the tide, they all have to be worked out again.

Discharge books have to be prepared so as to cut time on arrival to a minimum. Requests to the Head Office for replenishments have to be made out by all departments. Passports have once more to be collected, addresses for forwarding of letters as well. Breakages must be accounted for.

Perhaps there may be time to dash up on deck after a quickly swallowed dinner to see the lights of Dover winking on the port beam, or perhaps one's duties are on deck and there is no need to suffer indigestion.

Soon after dawn on the next morning the Nore looms up and one really does feel near home. Perhaps one sees nothing more until one's floating home is gliding between the dock gates.

Once more the assembly in the lounge, the farewells and the boat-train.

Last scene of all the gathering in the gloomy interiors of the shed on the quay and the filing past of some hundreds of men, the marking up of their books and the passing into obscurity and perhaps poverty of those who have helped to carry some hundreds of travellers safely and comfortably across 25,000 miles of sea.

Across the quayside glimpsed through a door passes a shadow; it is symbolical. It is that of the Red Ensign or perhaps of the Blue, beneath which many thousands of men find happiness and a livelihood, but the dread shadow of unemployment casts a gloom ever present in the background even if the door to better things lies open.

CHAPTER XIII

Flags Of The Merchant Navy

RED ENSIGN. Although the Red Ensign was first allotted to British Merchant ships in 1674 and again authorised in 1824, when it was expressly laid down that this was the proper flag to wear, the Royal Navy continued to use it also until 1864.

The Fleet had been divided into three squadrons, Van, Centre and Rear, and each squadron flew a distinctive flag, coloured red, white and blue, or, in the early days, red, blue and white.

In the top corner of each of these was placed the Union flag.

When it was decided that the Royal Navy would henceforth fly the White Ensign only, the Red was finally given to the Merchant Service as being the senior.

Since that time the gallant old "Red Duster" has been its proud and undisputed right. Men lived under it, and now in two wars have fought under it and for it.

When the Service became the Merchant Navy after the last war it was originally intended to add the Prince of Wales' feathers to the fly of the old flag, but this was not popular, and although fully aware of the honour of bearing their Master's emblem, they retained the plain red.

A few years ago the Admiralty discovered that the ships of the Isle of Man Steam Packet Co., had been wearing the Red Ensign defaced by the yellow legs of Man. Although this practice had been going on for a hundred years or more, they ordered it to cease.

Abuse of the Red Ensign. The granting of the privilege to wear the Red Ensign

The Merchant Navy

was open to abuse, and many instances took place prior to the war in which ships owned almost exclusively by foreigners, managed by foreigners and manned by foreigners, flaunted the emblem of Britain.

It was only necessary for a firm to register in the British Isles.

Not only was this a scandal, but it led also to international complications, as ships sometimes engaged in doubtful transactions or carried contraband cargoes against the best interest of the country but, when intercepted by foreign cruisers, as in the case of the Spanish war, they claimed the protection of the British flag, and expected ships of the Royal Navy to protect them against the follies or worse of their own mis-doings.

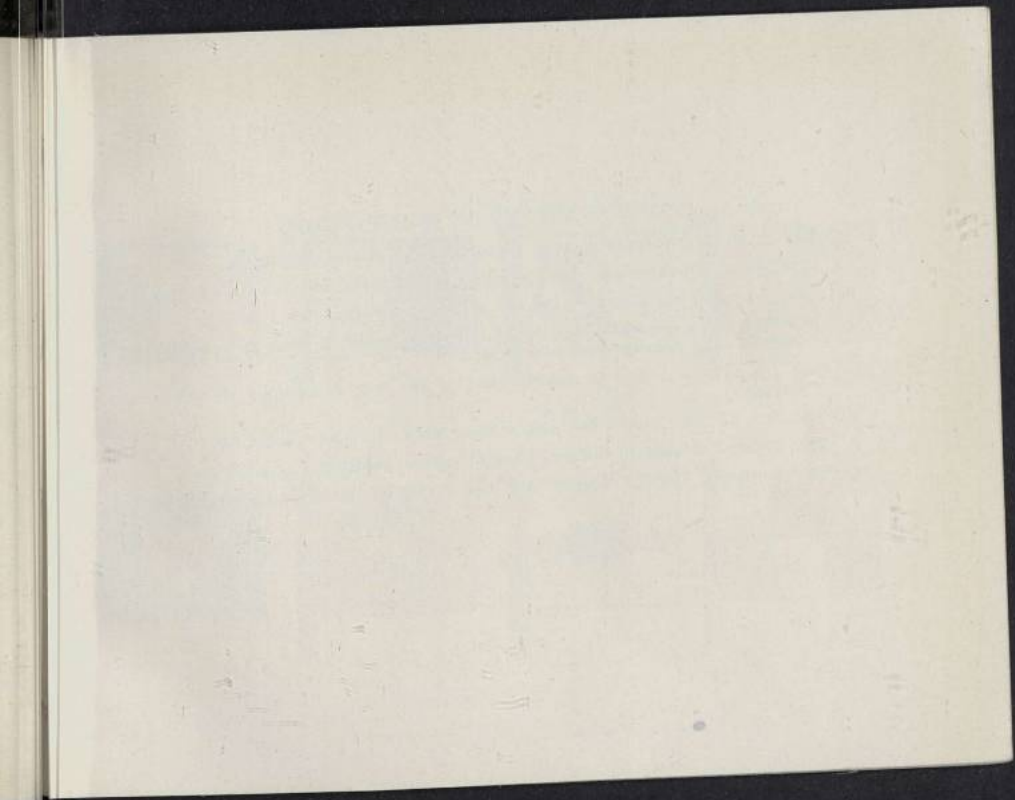
Dominion Ensigns. Ships of the Dominion merchant fleets wear the Red Ensign, but with characteristic additions. Canada bears the arms of the Dominion on a shield in the fly; South Africa does likewise. Australia has five small white stars representing the Southern Cross in the fly and a sixth larger star beneath the Union. New Zealand has only four small white stars.

India has the arms of India in the fly, and Colonial services wear the badge of the colony in the same position.

Eire has a tricolour of three vertical stripes, green, white and orange.

Blue Ensigns. British merchant ships commanded by an officer of the Royal Naval Reserve and having in the ship's complement not less than seven other officers and men of the R.N.R. may fly the Blue Ensign from the ship while he is actually in command. It is a cherished privilege, and penalties are enforced for any abuse of it.

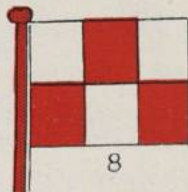
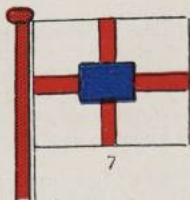
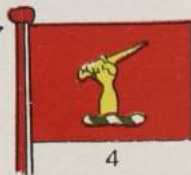
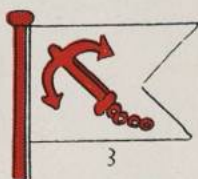
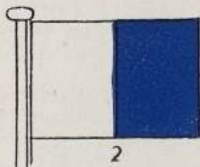
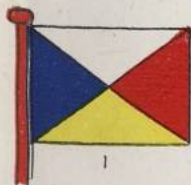
In early days ensigns were sometimes of huge size and varying proportions, but about 1709 the proportions of 2 to 1 came into force; that is to say, twice as long as broad, and some of the ensigns were as much as 42 feet by 21 feet. They became smaller on account of being unwieldy with the introduction of the gaff in place of the mizzen yard. This was at about the same period.

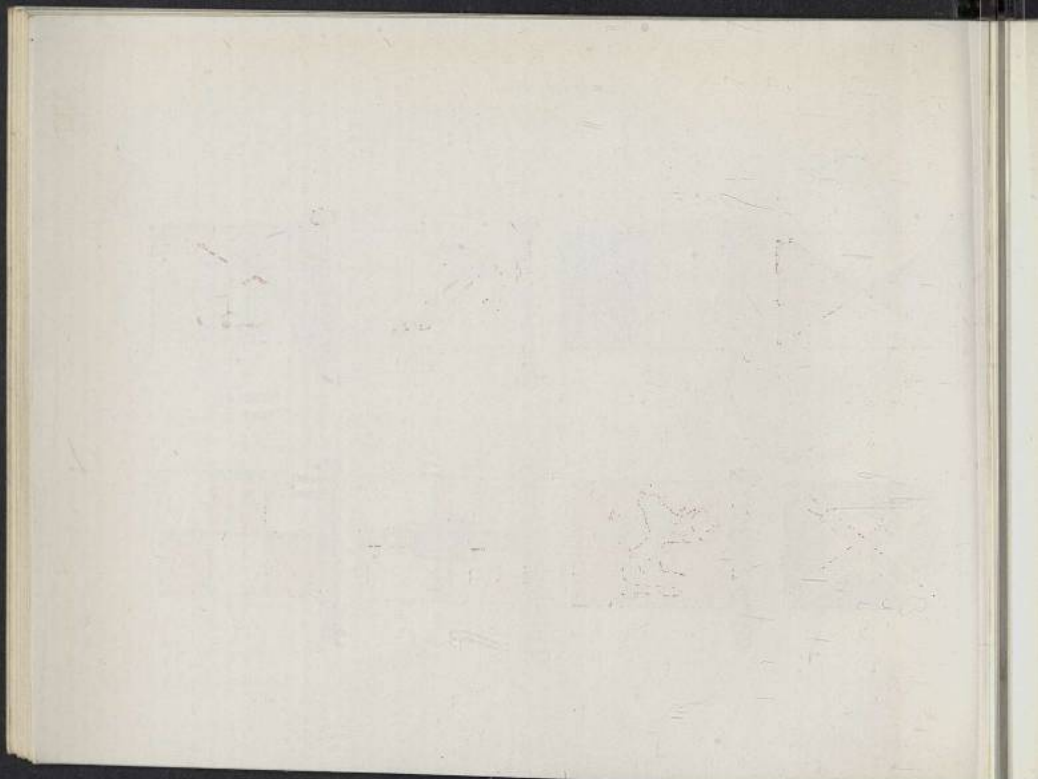


SOME EXAMPLES OF HOUSE FLAGS.

1. The P. & O. incorporating the colours of Spain and Portugal.
2. The flag of Brocklebank which is worn at the foremast; the masts are white.
3. The Burgee of the Anchor with the 4 links indicating the 4 founder brothers.
4. The Bibby was originally plain red but to distinguish it from the revolutionary emblem, the family crest was added.
5. The Union Castle flag combining that of the two companies of which it is formed.
6. The lion of the Cunard has associations with the East India Co.
7. The Federal is that of Money Wigram whose traditions it inherits.
8. The Canadian Pacific chequer flag, the origin of which is mentioned in the chapter.

PLATE I





Flags of the Merchant Navy

The Ensign is worn at the ensign staff in the stern when in harbour and usually at the peak when at sea.

In 1932 a most unpopular official order came out stating that in the future, when existing stocks had been used up, all red bunting for flags and ensigns would be of a different hue. Instead of being blood red it would be a rust brown. This was done in the interests of economy without thought for traditions or national prestige.

The existing stocks never were used up, and in 1936, in spite of another warning from official quarters, the public outcry was so great that in the following year the order was rescinded.

The greatest tribute to the Merchant Navy was paid in 1939 when His Majesty the King hoisted his Standard in *Empress of Britain* while she was permitted to retain the Red Ensign instead of replacing it by the White of the Royal Navy as had always been done in the past.

He thus came back to this country from his Canadian and American tour in his capacity of Master of the Merchant Navy and Fishing Fleets.

This was in response to a request made by the Southampton Master Mariners' Club through the Honourable Company of Master Mariners, of which His Majesty is Admiral.

Merchant Jack. It had long been the custom to wear a private flag in the bows of all ships. Gradually this was replaced by the National Flag.

Thus in Elizabethan times ships displayed at the bowsprit end a small St. George's Flag, and this was authorised for merchant ships.

When head sails came into fashion it was impossible to wear this flag except when in port, and this is the reason why H.M. ships still only wear the Union Jack when in harbour.

The Union Flag was ordered to replace the St. George's Flag in 1603, and as it was worn in the bows it became quite a small flag, and was known as the Union Jack.

The Merchant Navy

In 1634 its use was restricted to men-of-war.

It was still, however, worn by merchant ships, and it is extremely difficult to trace the full facts. Regulations seem to have been ambiguous and misleading.

In 1824 it was again ordered to be removed, and in its place was permitted the Union surrounded by a narrow white border. This border sometimes became so very narrow as to be almost non-existent.

However, this was very definitely laid down as being the exclusive property of the Merchant Fleet.

The absurd thing was that very shortly afterwards nations agreed to adopt certain signals for pilots, and in most cases this took the form of the National Flag within a narrow coloured border. Consequently the British authorities considered that the appropriate one for them was the Union with the white border.

In this way much confusion has existed ever since, and the rights of the merchant ships were usurped.

The position has never been satisfactorily cleared up. In 1822, just before the granting of this flag, the Admiralty imposed a fine for the use of the Union or Jack by British merchant vessels. This is frequently considered to have applied merely to its use as a signalling or code flag.

The Pilotage Act of 1913 does not make this any more definite, and its prohibition is still understood to apply to its use at the fore or as a code or signalling flag.

It seems pretty clear that the Merchant Navy has a right to display the white-bordered Jack at the jack staff and some of the oldest companies always use it, both when launching their ships and when in port.

Queen Mary was launched with it in the presence of His Majesty King George V, H.M. Queen Mary and H.R.H. the Prince of Wales.

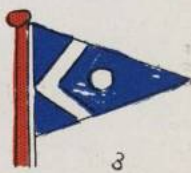
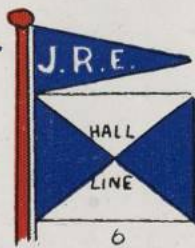
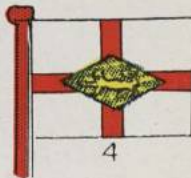
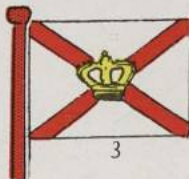
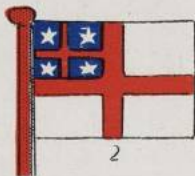
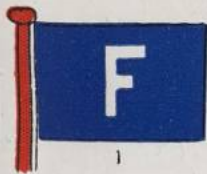
On the other hand, it is true that some other companies still do fly the unbordered flag in the same way.

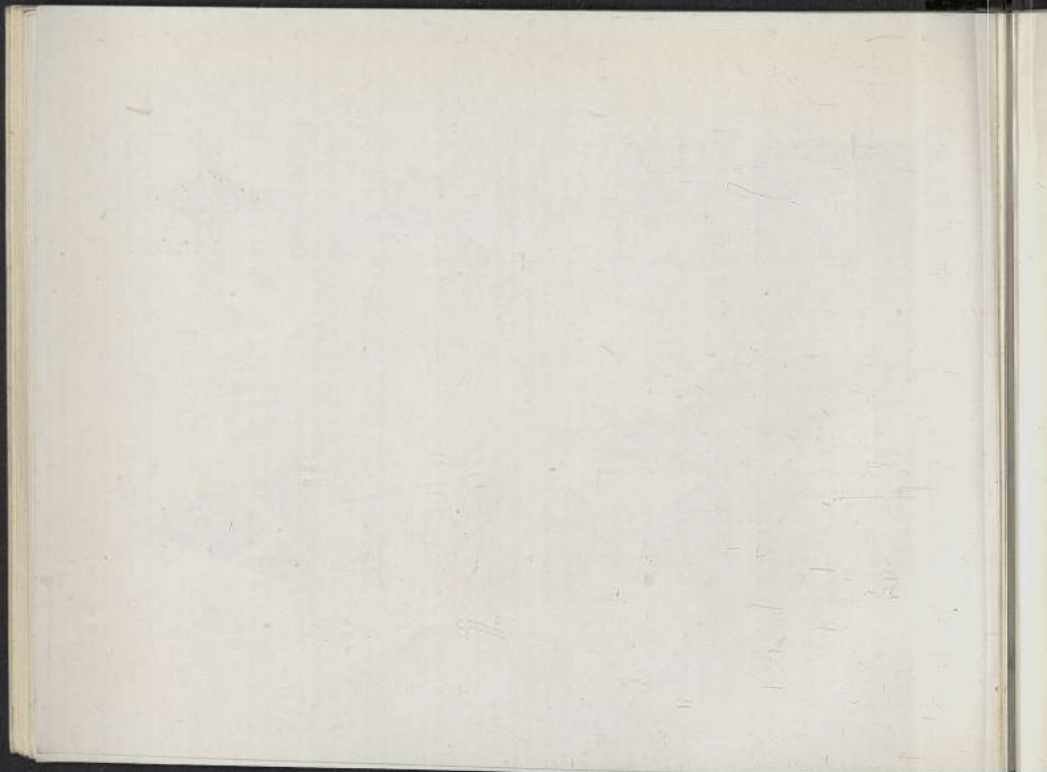


FLAG DESIGNS.

1. The bold device of the Furness Lines.
2. The Shaw Savill is almost that of the old National Flag of New Zealand.
3. The Royal Mail is a fine bold device incorporating the Imperial Crown.
4. British Tanker Company (Anglo-Persian Oil) has the flag of St. George and the yellow lion of Persia.
5. The New Zealand Shipping Co. retains the "Steam Cornet" of other days.
6. Ellerman companies wear the distinctive pennant above the individual flag of the company.
7. The Prince burgee is distinctive.
8. P. & A. Campbell is an example of the pennant.

PLATE II





Flags of the Merchant Navy

Others again replace both by a small edition of their House Flag.

There have been frequent agitations and requests from members of the Service for the position to be cleared up and for permission to be given for the wearing of the Union Flag by merchant ships. The last was in 1939, when a petition was backed by the Officers' (Merchant Navy) Federation and the Mercantile Marine Service Association. The Master Mariners' Company did not support this petition, as it considered that the Red Ensign was sufficient.

While one can thoroughly appreciate the desire of officers and men to be allowed to wear the National Flag, it must be admitted that the Red Ensign *is* sufficient, although the right to the white-bordered Jack should certainly be demanded and its use encouraged on all and every occasion.

Paying-off Pennants. It has not been the custom for merchant ships in the past to fly a paying-off pennant as is done by British warships when ending a commission.

However, on September 24th, 1936, the Orient liner *Orsova* arrived at Tilbury under the command of Captain L. F. Hubbard, R.D., R.N.R.

This was her last voyage after having steamed 2,000,000 miles at an average speed of 15.3 knots. She had never been late with her mails and she came in with a long paying-off pennant from her main-mast.

This was the first time that it had been seen in a merchant ship within memory, and may well have been the first time in history.

In 1938 the P. & O. *Kaisar-i-Hind* also reached Tilbury after twenty-four years' service. She was a very lucky ship, had been attacked five times by submarine during the Great War, had been in monsoons, typhoons and never had a mishap. She also had a paying-off pennant, 24 yards long, one yard for each year of service. When hauled down it was presented to her Master.

Commodores' Flags. Most large companies now have a Commodore or Senior

The Merchant Navy

Captain, and he may wear his own flag from the ship of which he is Master. It usually consists of the Company's House Flag cut into the form of a swallow tail or burgee. In the event of it being already of that shape, a ball is usually added.

There is a good collection of Commodores' flags in Ingress Abbey, attached to H.M.S. *Worcester* at Greenhithe.

Other Distinctive Flags. The Royal Mail pennant which is shown on a plate accompanying this chapter is worn by British merchant ships authorised to carry His Majesty's mail. It is worn at the port yardarm, and is a white pendant with a Royal Crown above a post horn and the letters Royal Mail, all in red.

A red, square flag with a large white ball is worn by vessels carrying petroleum or spirit, and a plain red one by those with refined oil. A red burgee indicates an explosive cargo.

On the Thames the powder flag is red with one or two yellow crowns.

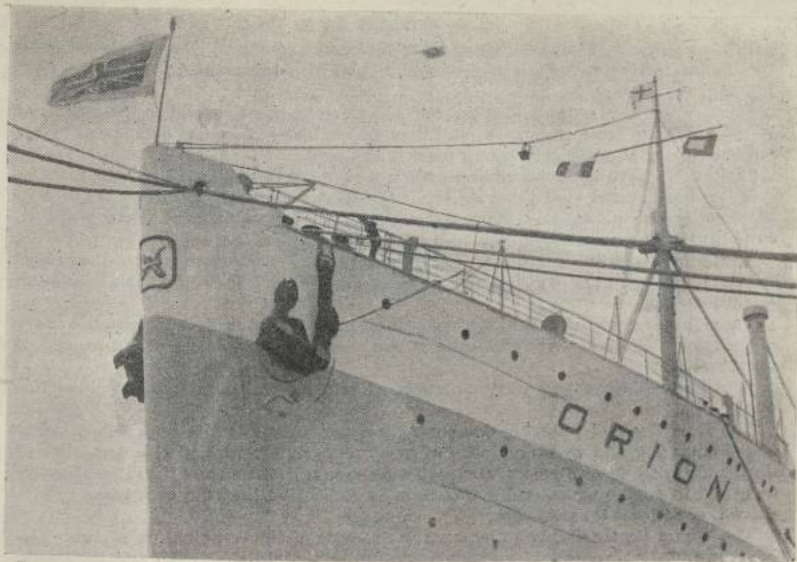
The fumigation flag worn by Orient ships in Tilbury docks is an interesting one. After each voyage some 1,700,000 cubic feet of prussic acid gas are poured into the vessel.

The "M" of the International Code of signals is a blue flag with a white saltire, or diagonal cross, and it indicates the presence of a doctor. It is only seen in Tilbury Docks when a P. & O. Company's own doctor is on board.

House Flags. Just as a private individual has a crest, or a noble family a coat of arms, so a shipping company has its own distinctive flag which is hoisted from the mainmast when in port.

It is probable that House Flags may have had their origin with the flags of the great trading companies such as the Levant Company and later the East India Company, and these received almost as much respect as the National Flag.

The long gallery of famous flags would have been much more valuable had not so many of them been lost for ever. Many of the sailing ship owners passed away



INTERESTING PHOTOGRAPH SHOWING MERCHANT JACK AT BOWS, HOUSE FLAG AT MAST-HEAD (THE SHIP HAVING ONLY ONE MAST), BLUE PETER AT PORT YARD ARM AND FRENCH FLAG AT STARBOARD YARD ARM (THE LATTER INDICATES THAT HER NEXT PORT OF CALL IS IN FRANCE)

The Merchant Navy

with their ships, and left no trace of their distinctive emblems. Nevertheless there is a most interesting collection of these old timers in a town hall in the East End of London.

Some of the flags worn to-day are still the same as those carried to the other end of the earth by famous clippers, as many of our great shipping companies of the present times had their origins well back in the past.

Still others have been inherited by those who carry on the traditions.

It has been stated that these are worn from the mainmast, but there is one very noteworthy exception, and that is the old firm of Brocklebank, whose ships invariably carry it at the fore. Naturally in the case of single-masted ships, which are on the increase the flag is worn also at the fore, or from a signal halyard to the bridge.

There are just a few which are worn at sea, and among them are the Shaw Savill and Blue Star.

There is a tremendous lot of history and interesting fact to be learnt from a study of the flags. Most are strictly heraldic in their conception, while others are very much the reverse.

It is impossible to give many examples, but a few will be chosen to prove this contention.

The New Zealand Shipping Company fly a narrow red, white and blue pennant above their flag and this used to be worn by all early Royal Mail steamers. It was during the early days of steam, when full sails were still carried and the funnel became obscured in consequence, and it was thus an indication that the vessel was power-driven, or at least theoretically.

The Union Castle flag is an interesting example of the combination of two. The company is the outcome of the amalgamation of the old Union Co. and the Castle Co., and the former flags are shown in an accompanying illustration.

In many cases when a company is acquired by another, one flag ceases to exist.

Flags of the Merchant Navy

This is a pity. In other cases there is a compromise. The Ellerman ships all fly the Ellerman pennant above their old flags such as the Hall and City Lines.

The Clan took over the Houston and the Scottish Shire and these latter ships fly the Clan flag from the foremast and their own individual ones from the main.

When the Moss & Hutchison fleets were merged, the ships of the latter company were privileged to continue their old emblem, which is in itself interesting. It consists of a red, white and blue tricolour with a green thistle on the white. The company rendered great service to France during the Franco-Prussian War of 1870 and was granted the distinction of flying the French Flag. Other companies performing similar service were similarly rewarded, but whereas, at a later date, the others were requested to reverse the order of the stripes, the Hutchison ships were permitted to continue.

The Maltese Cross on the red pennant of the Moss ships indicates their former connections with Malta.

When the Cunard and White Star were merged, the two flags were ordered to be flown over all ships; the Cunard above the White Star in former Cunard ships and the reverse in the former White Star ships.

The White Star emblem was acquired with the goodwill of the old fleet of Clipper ships of that name when Mr. Ismay formed the line of steamers in 1871.

The Cunard Line has connections with the old East India Company. When Samuel Cunard was looking for a backer he was introduced to Burns, of Glasgow. The latter had connections with the East India Company, and took their crest for his own. Cunard paid him the compliment of doing the same, and so we find both companies wearing it to-day, the Cunard on a red field and Burns' ships on a blue one.

The Shaw Savill is a fine distinctive flag which is practically identical with the original flag of New Zealand before the latter's incorporation within the Empire.

The Merchant Navy

The P. & O. diagonally divided flag is very striking. The red and yellow commemorate its early associations with Spain and the blue and white those with Portugal.

The diagonal flag of the Southampton, Isle of Wight, S. of England R.M.S.P. Co. commemorates the first four vessels of the fleet, *Pearl* (white), *Ruby* (red), *Emerald* (green), *Sapphire* (blue).

Red and yellow also figure in those of Larrinaga and MacAndrews for the same reasons.

The Anchor favour a white burgee with a red anchor attached to four links of cable. These symbolise the four Henderson brothers—two who founded the firm, a third who founded Patrick Henderson, another well known shipping company, and the fourth who founded the shipbuilding firm of D. & W. Henderson.

The Port Line carries on the old Tyser Line flag, as it was a merger in 1914 of several firms, of which that was the predominant.

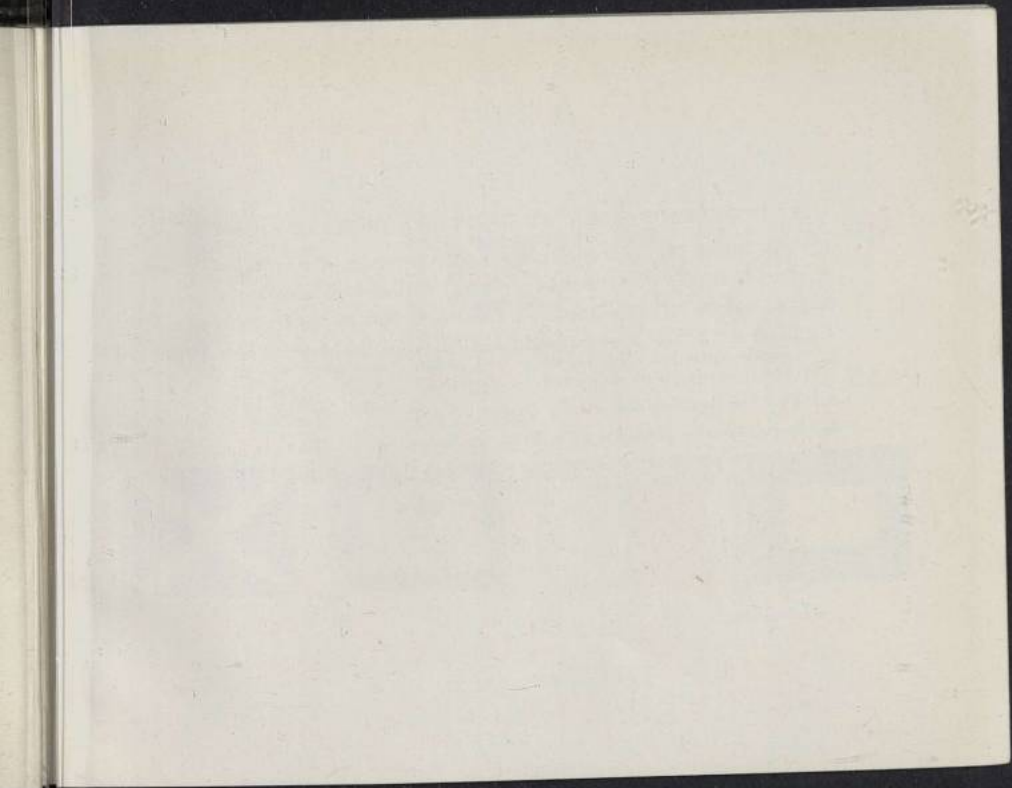
The Canadian Pacific has a striking red and white chequer pattern. It is said that when the railway was being marked out, the track was indicated on maps with alternate red and white squares along either side.

These signified that alternate sections were owned by the Government and the Company, and when the latter started shipowning it adopted a small portion as the most appropriate.

The white diamond on red ground of William Cory, the well known coaling firm, indicates their trade, although why the black diamond on the funnel should be changed to white on the flag is not quite clear.

Bibby's had a plain red flag until the Communist cause became notorious in this country, when the family crest was added.

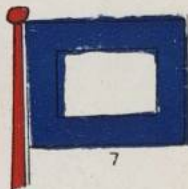
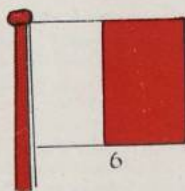
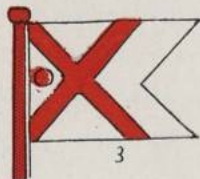
The British India has an interesting history. When the founders wished to choose a suitable emblem they considered that that of their native Scotland would be the best. Realising that a slight change had to be made, they ordered the flag to be



FLAGS WORN BY BRITISH MERCHANT SHIPS.

1. The Royal Mail pennant; indicates the carriage of His Majesty's mails.
2. The Merchant Jack may be worn at the bows of merchant ships.
3. An example of a Commodore's Flag; it is that of the British India.
4. The "M" of the International Code indicating the presence of a Doctor and is only worn by P. & O. ships in London River when one of the Company's own surgeons is on board.
5. The Fumigation flag of the Orient Line.
6. Indicates the presence of a Pilot on board.
7. Hoisted preparatory to sailing; "P" of the International Code, commonly known as "Blue Peter".

PLATE III





Flags of the Merchant Navy

swallow-tailed. Giving the contract to a Sassenach, they were astonished and not a little dismayed to find that while carrying out the order of a diagonal cross, he made it in his own national colours of a red cross on a white ground. The owners, however, decided not to entail more expense, and so left it as it was.

The Tasmanian S.S. Co. is owned partly by Huddart Parker and partly by the Union S.S. Co. In consequence the Union Flag from the centre of the latter's flag is superimposed over the flag of Huddart Parker.

The British Tanker Company (Iranian Oil Co.) has the yellow Iranian lion on a green field.

The Aberdeen & Commonwealth carry on the traditions, colouring and House Flag of George Thompson's old Aberdeen Line.

The shell on the flag of the Anglo-Saxon Petroleum Co. is a reminder that the founders of the firm originally traded in sea shells with the former Shell Transport Company.

The famous flag of the Federal Line is a very old one.

This dates back to 1824 when the first Blackwall ship of R. & H. Green, *Sir Edward Paget*, sailed to the Antipodes.

She hoisted the company's flag of the cross of St. George on a white field. When she arrived in the Solent the Naval authorities were much incensed as they had deemed her to be flying the flag of an Admiral. They ordered the removal of the offending bunting, but rather than do this the Chief Officer climbed aloft, cut off the tail of his blue uniform coat and pinned it across the centre of the flag.

Although some versions state that the addition was a blue handkerchief, it does not much alter the case. When the firm split up in 1843, Money Wigram retained this flag, while Green reversed it and placed the red cross over the blue rectangle.

A very old flag perpetuated to-day by the Pangbourne College is that of Devitt and Moore. This was a firm of sailing ship owners dating back to 1826 and later

The Merchant Navy

associated with the foundation of the Orient Line. It consists of a flag quartered, first and fourth red and second and third blue. These conveyed the idea of four bales of wool, dumped together, two scoured and two greasy. Over all was placed the white centre rectangle, taken from the Blue Peter and indicating prompt sailings.

The Orient and Pacific Steam companies were connected in their early days, and both Houses Flags are identical except that the latter has the lettering: P.S.N.C.

The Bulk Oil Company, who run small coastal tankers, have a flag divided horizontally into white, purple and white. This is to commemorate the gaining of the Military Cross by one of their directors during the Great War, although why the stripes were changed from vertical to horizontal is not known.

Enough examples have been given to show that most of these flags mean something more than just a piece of coloured bunting, and that a study of them brings to light much interesting material.

Signal Letters. As speed is an essential in efficient signalling by sea, it is impractical for a vessel wishing to signal her identity to a shore station or other ship to spell out her name letter by letter, and so an international system is in operation by which a ship, when launched, is allotted a four-letter signal and which she retains until broken up or until she changes her name. British ships are given groups commencing with G or M. This group is usually flown in the neighbourhood of the bridge or from the foremast; in the days of sail it was usually run up below the ensign at the peak.

The code letters are now the same as the vessel's wireless call sign.

CHAPTER XIV

Merchant Navy Signalling

SIGNALLING is becoming more and more important everywhere, and ever-increasing attention is being paid to it in British merchant ships.

Officers and ratings are receiving more training, and for years the Admiralty have done everything to encourage the exchange of signals, by flags, semaphore or lights, between ships of the Royal and Merchant Navies. Periodically Whitehall issues reports of the results of these exercises, and the following facts taken from the figures given for the quarter ended September 30th, 1938, may be of interest.

Altogether there were 1,076 successful exercises carried out as compared with only nine failures to establish contact. The successes showed an increase of 106 over the preceding quarter.

Here are the number of exercises carried out by vessels of various companies, each of which had a list of twenty or more. Opportunities vary according to visibility and proximity, and the table must not be taken as an indication of the comparative efficiency of the companies.

British Tanker Co., Ltd.	142
P. & O. S. N. Co., Ltd.	65
China Nav. Co., Ltd.	60
Ellerman Lines, Ltd.	60
Blue Funnel Line	55

The Merchant Navy

British India S. N. Co., Ltd.	41
Bibby Line	28
Indo-China S. Nav. Co., Ltd.	26
Anglo-Saxon Petroleum	21
Clan Line	21
Hogarth & Sons	20

The Admiralty go on to mention certain ships which they consider warrant special commendation, and some of the reports are interesting.

H.M.S. *Fowey*, with *British Commander* was "Up to Naval standard".

H.M.S. *Norfolk*, with *Clan Maciver*, was considered "Particularly good with lantern, both reading and making, 3 miles".

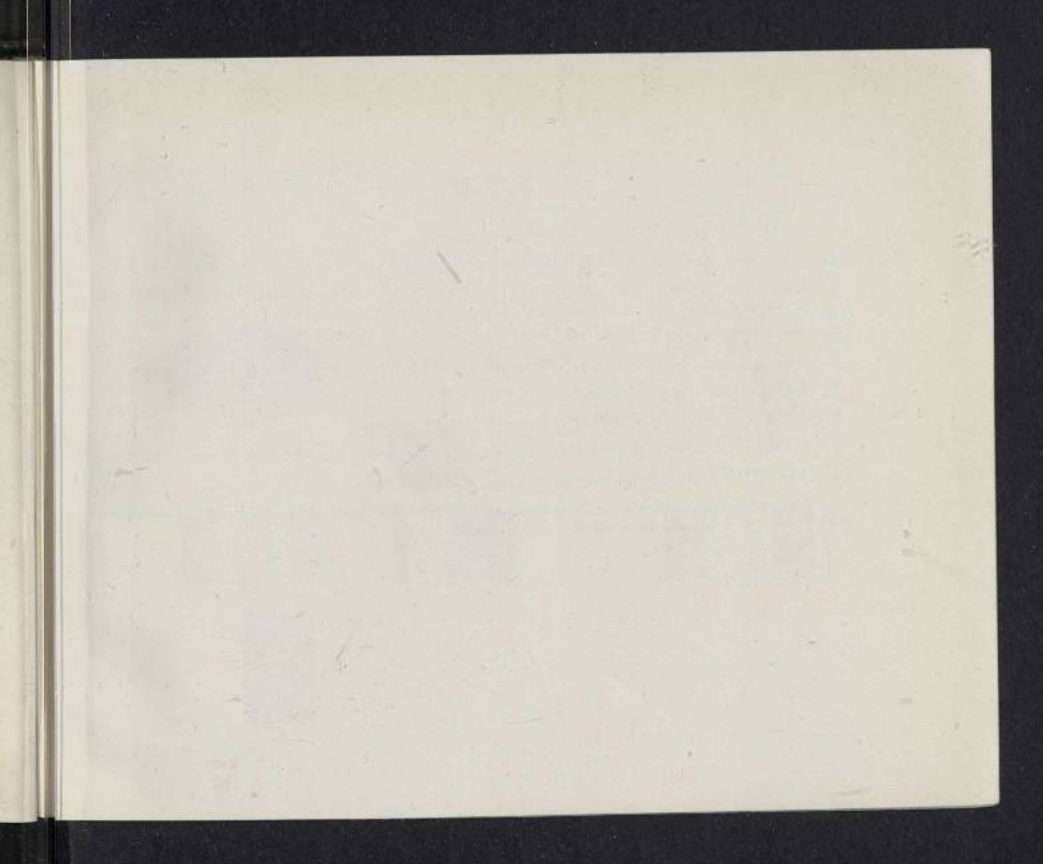
Of the Bibby liner *Cheshire* they say, "V.G.I. *Cheshire* is always ready for exercise whenever met, and makes a very good show".

H.M.S. *Fowey* reports of the same ship, "Very smart indeed. A smart look-out being kept. Replies prompt, 6-4 miles".

Of *Derbyshire*, of the same company, H.M.S. *Fleetwood* reports, "Exceptional. Morse perfect. Ready at once and replied immediately".

* H.M.S. *Milford* speaks of *Abosso*, of the Elder Dempster, as being "Exceptionally good with semaphore, sending and receiving".

And *Roxborough Castle*, of the Union Castle, is credited with being "Very smart and maintained fast rate of signalling".



1. The Cap Badge of the Merchant Navy.
2. Cap of a Master or Commander; the same for other ranks without gold oak leaves.
3. Badge worn in private clothes (Instituted in 1939).
4. The ribbon of the medal awarded for the Great War 1914-1918.
5. Ribbon of Lloyd's Medal for Gallantry.
6. Ribbon of Lloyd's medal for meritorious service.
7. Ribbon of Lloyd's medal introduced for bravery during the present war.
8. Tie of the Merchant Navy.

The colouring of the war ribbon and of the tie symbolize the port, masthead and starboard lights of a power driven vessel.

PLATE IV



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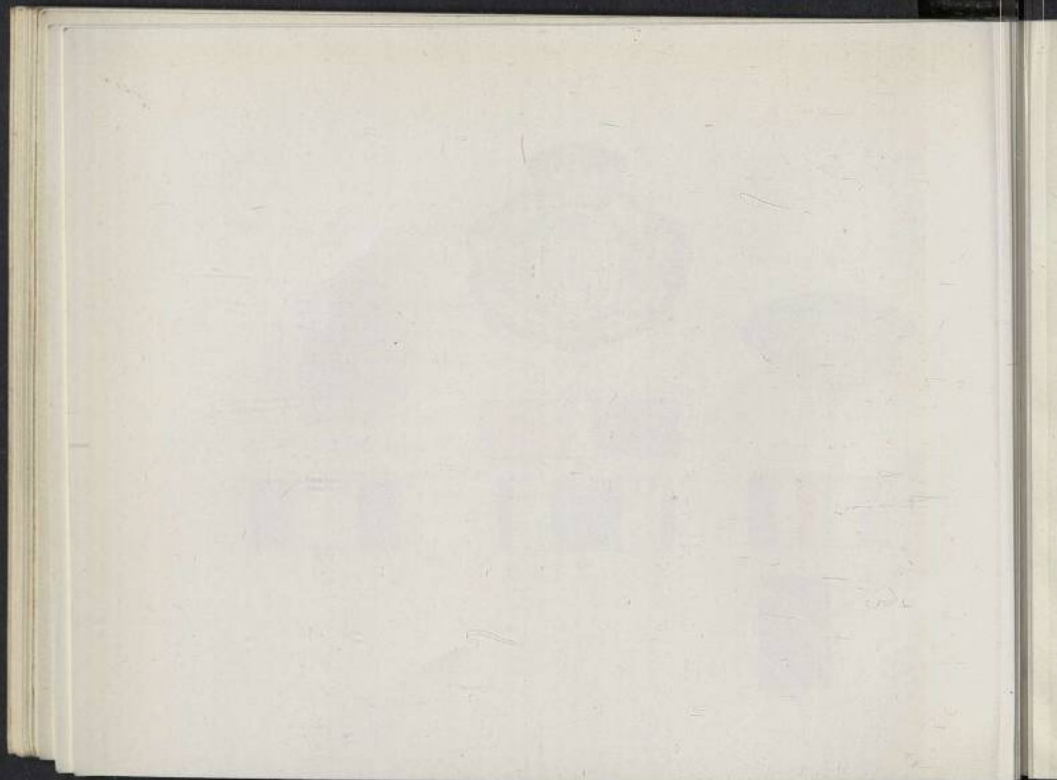
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CHAPTER XV

Merchant Navy Uniforms

UNTIL the latter part of the Great War of 1914-1918 there was no officially recognised uniform for the Merchant Service as it was then termed.

Many, or in fact most, of the leading shipping companies had their own uniforms which were regarded with esteem, but they varied considerably in all ways. Some of the smaller companies of cargo ships had never adopted one at all.

It was felt, not only that this placed the merchant seaman in an inferior position, but that in order to mark the country's gratitude for services rendered some form or other of standard pattern should be authorised.

After long discussion an Order in Council was issued in 1918 and the standard pattern came into being.

It was not intended that this should be compulsory, as it was fully recognised that many of the Lines preferred to maintain their own distinctive pattern around which traditions had grown up.

Some companies made a compromise by retaining certain features of their own and incorporating others from the new pattern. For example, some retained their cap badge and others adopted the standard but retained their buttons.

The majority of Lines, however, did adopt the standard pattern, including some of the largest liner companies, such as the Union Castle.

It was also considered by the authorities that it would be more economical for

The Merchant Navy

officers of tramp steamers, who frequently had to change their employers, instead of having to provide a new outfit each time.

The uniforms are shown on an accompanying illustration, and so there is no need to discuss them in detail. The chief feature is the lozenge or diamond, set in the centre of the sleeve rings which take the place of the curl set above those of officers in the Royal Navy.

The distinguishing cloth to denote branches of the Service follows that in the Fighting Service, mauve for engineers, red for surgeons and white for pursers.

The Badge is a distinguished one, and the anchor is not "fouled" as is the Admiralty anchor, a fact which gives satisfaction to the merchant seaman. The Naval or "Tudor" Crown is a very old one, and is used on ship badges in the Royal Navy. It was a graceful compliment to surrender this to the Navy of Supply.

The uniform of the Clan Line is so nearly like that of the Royal Navy that it is known as the "Scot's Navy".

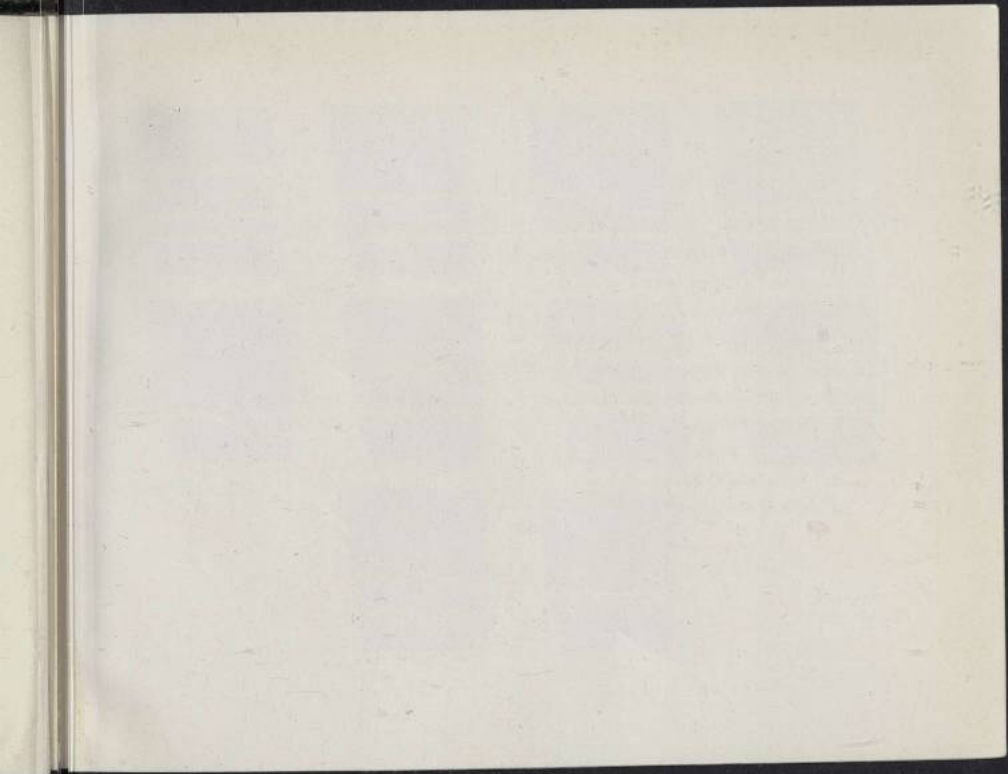
Many companies retain their distinctive cap badges, which usually consist in some form or another of the House Flag surrounded by laurel wreaths, sometimes gold, sometimes silver and sometimes black.

It is rather confusing to travellers who have patronised one Line for many years, suddenly to switch over to another where the uniforms of rank are totally different.

In many companies there is far less gold lace worn than by longshoremen on the beaches.

Chief Stewards sometimes wear gold or silver lace round their cuffs and silver laurelled cap badges, while the Commander or Master may wear a shoulder tab only.

In former days all senior officers of the P. & O. wore three gold buttons on the sleeve similar to naval Warrant Officers, but in recent years changes have been made. Captains and Staff Captains both now wear gold oak leaves round the cap.



MERCHANT NAVY UNIFORMS.

1. Captain (Certificated Master).
2. Chief Officer (Certificated).
3. 1st Officer.
4. 2nd Officer (Certificated).
5. 3rd and Junior Officers (Certificated).
6. Chief Engineer (Certificated).
7. Senior Surgeon.
8. Senior Purser.
9. Wireless Officer.
10. Chief Steward.

PLATE V



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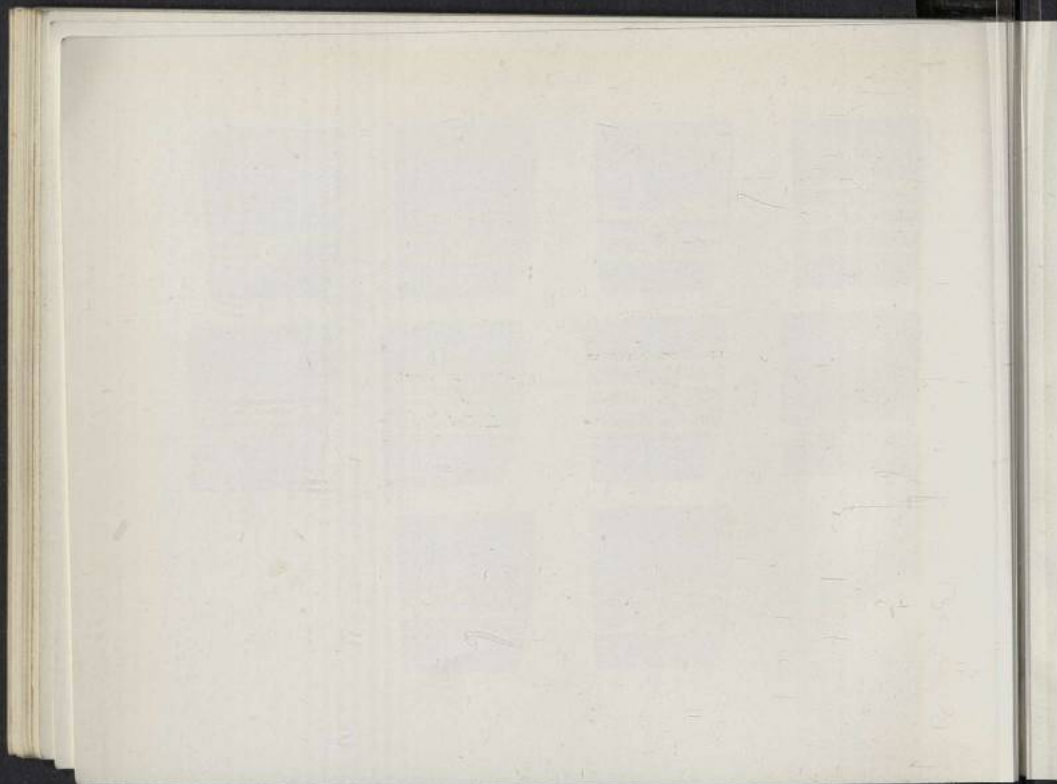
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Merchant Navy Uniforms

Both wear a gold strap over each shoulder, but the former is enclosed by the rising-sun badge of the company.

Other officers wear straps on the right shoulder only, and non-executive officers wear it on the left.

There is a somewhat similar system in the Orient Line. Other companies wear sleeve rings, like the Royal Navy, but without any curl.

Officers in the Royal Naval Reserve are usually permitted to wear R.N.R. buttons on the company's uniform.

In hot climates white uniforms are worn, either with turn-down roll collars or with high collars.

Mess dress is worn by all the leading companies, and a white mess jacket with blue trousers when "whites" are in season.

For Sundays or ceremonial occasions some Lines have a frock coat.

There is a story told that one new entry had his leg pulled and was duly seen turning up "on parade" with a sword belt and sword and that he used to go round the ship admiring himself in mirrors until he ran into the "Old Man". What transpired is not recorded.

Seamen in the large companies wear the uniform of their rank, which is generally similar to that worn in the Royal Navy, but in most passenger liners those most in contact with the passengers have their rating written in wire or material on their sleeve or on their blue "jerseys".

The company's cap riband is worn on the caps.

Ratings also wear white in hot climates.

Callassees, or Lascars, take great pride in their uniforms, and a certain amount of latitude is allowed, particularly to those below decks and when going ashore. Natives always favour much colour, and some of the rigs off duty are weird and wonderful.

The Merchant Navy

Those natives above deck on duty adhere strictly to the company rig, as do the stewards.

The kit in the P. & O. consists of a blue smock and white trousers, with a bright red sash and red pugaree.

Early in the present war it was decided to issue a special badge to be worn by all ranks of the Merchant Navy when not in uniform. This is shown on the page with the other uniforms.

CHAPTER XVI

The Royal Naval Reserve

THE country became seriously alarmed at the time of the Crimean war owing to the difficulty of providing officers and crews when a sudden expansion of the fleet became necessary.

Profiting by these lessons, the Admiralty sought to remedy the defect by creating a permanent reserve of trained seamen who could be called upon in times of emergency.

Thus in 1861 came into being the Royal Naval Reserve. At first it was given as an ensign, the Blue Ensign, on which was a crown above the words "Royal Naval Reserve" in yellow.

When the Royal Navy discontinued the use of the squadron flags in 1864 the plain Blue Ensign was allocated to the new force.

There is much confusion in the minds of the public and of many people who should know better regarding this reserve. Most imagine that a man with R.N.R. after his name implies that he has served his time in the Royal Navy and is now on the retired list.

As a matter of fact it is composed almost entirely of officers and men of the Merchant Navy who perform certain periods of training with the fleet during their leave periods or when they are granted permission by the shipping companies.

It corresponds in a way to the Territorial Army in peace-time, or more nearly to the old-time Militia. Personnel carry on their normal vocation until they are called up for service with the fleet, but that normal vocation is as seamen in the other branch of the sea service.

Thus it provides a reserve of trained men.

The Merchant Navy

Some shipping companies have never looked upon the force with enthusiasm, and have even shown their disapproval of any of their staffs should they have become members.

Others have helped it from its inception, and have been most helpful in giving time to their employees who desire to carry out the necessary annual training with the fleet.

The only exceptions to personnel being from the Merchant Navy is in the case of a few Accountant officers who are entered direct from civil life, although the majority of them are serving Pursers.

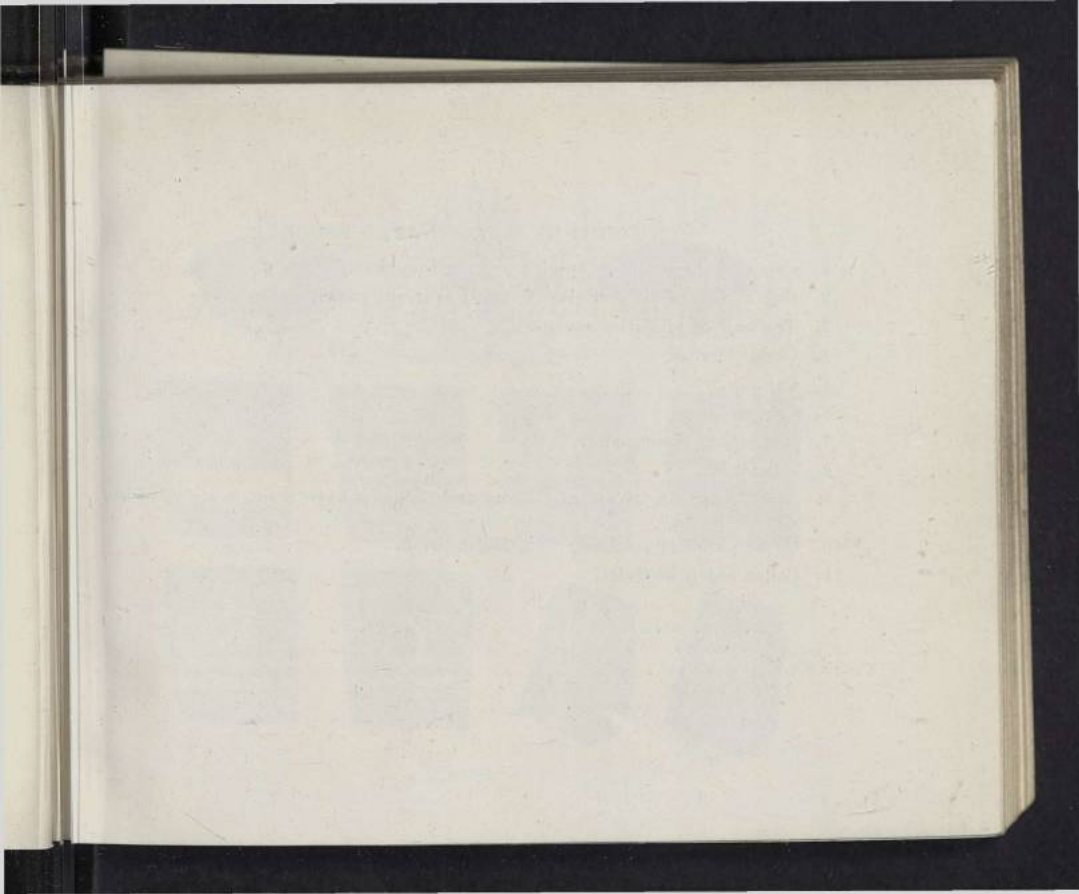
The periods of obligatory training naturally vary according to the rank or rating or according to the branch of the service.

All cadets at the Merchant Navy training establishments are automatically enrolled as Cadets, R.N.R.

They may then, if they so desire, become probationary Midshipmen when they go to sea. Junior officers are required to perform a certain length of time with the Navy each year, receiving instruction in gunnery, torpedoes or specialist duties. They must perform six months' consecutive training before they can reach the rank of Lieutenant-Commander.

Commodore is the highest rank in this Service. There are a certain number of Engineer Officers, but not many. There are also large numbers of Accountants or Paymasters, and Commander is the highest rank in this branch.

Before the Great War there was a certain amount of friction because of the age limits of merchant seamen being as a rule higher than those in the Royal Navy. For example a junior officer in the Merchant Service as it then was, fully capable of taking charge of a large liner, probably found himself as a junior Sub-Lieutenant, sharing in watch-keeping duties with youngsters who had nothing more than small boat work as their own experience.



UNIFORMS OF ROYAL NAVAL RESERVE.

1. Cap of Commodores, Captains and Commanders.
2. Cap Badge of all Commissioned and Warrant ranks.
3. The cap of all junior ranks.
4. Commodore.
5. Captain.
6. Commander.
7. Lieutenant Commander.
8. Lieutenant.
9. Sub-Lieutenant. (Warrant Officers and Skippers have a single stripe of half-width).
10. Collar patch ("turnback") of Midshipman.
11. Collar patch of Cadet.

PLATE VI



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The Royal Naval Reserve

This is all swept away now and there is not much to complain of in the treatment accorded by the Royal Navy which learnt to value the Reserve men during the last war.

Until after the Great War the uniforms were slightly different from what they are now. Badges and buttons both bore the lettering R.N.R. and the sleeve-lace was much more like braid which is put round cushions.

The only difference from the uniform of the Royal Navy now is that the sleeve-lace is distinctive. Many have agitated that there should be no difference whatever, but most will agree that it is best left as it is.

It is not fair to the Royal Navy to claim absolute similarity, and the Reserve are likewise proud of the distinction.

During the last war a certain amount of difficulty arose at first because the Reservists were called out for service with the fighting fleet and the Merchant Service found itself deprived of the services of a very large proportion of officers and men in consequence.

Its services during this campaign are too numerous to mention here in detail. Apart from forming the complement of small ships of war and of becoming members of the crews of large ships, certain merchant ships were entirely commissioned by R.N.R. officers and ratings, and both then and during this present war, many armed boarding ships and armed merchant cruisers were largely manned by them.

Many decorations were awarded, and the Service came out of the test with honour and an improved status.

In peace-time a merchant ship running on her regular trade is permitted by the Admiralty to wear the Blue Ensign provided that she is actually under the command of an officer of the R.N.R. and that a certain number (averaging about seven) of other officers and men are also members.

There are very heavy penalties against any abuse of this privilege.

The Merchant Navy

In the last few years before September, 1939, certain changes were made. In May, 1938, it was announced that the titles of Engineer Officers should conform to those of the Royal Navy. For example, Engineer Commanders became Commanders (E) and so on for all the ranks.

At about the same time it was further announced that the former "Supplementary List" was dead. This meant that when an officer of the Reserve decided to transfer permanently to the Royal Navy in response to requests from the Admiralty from time to time in cases of crisis when it became necessary to increase the personnel of the fleet, he would be taken on to the Navy General List.

Until this came into effect, they were not granted the same status as their "opposite numbers" in the regular Service. They were led to understand that although "In" the Navy they were not "Of" it.

Over 150 Merchant Navy officers who had transferred in response to the appeal made in 1937 were affected by this rule.

They thus became on exactly the same footing as regards promotion, etc., as their colleagues who had entered the Royal Navy in the usual way.

This was a belated but well-deserved recognition of the Merchant Navy's contribution.

Trawler Reserve, R.N.R. One of the most important reserves for the Royal Navy, is provided by the Trawler Reserve of the Royal Naval Reserve.

As its name implies it consists of men from the fishing fleets who in time of war furnish the personnel for the mine-sweeping and anti-submarine flotillas. No words are needed to stress the hazards or importance of the work, and fortunately in these days it is prominent in the minds of the public.

Skippers of fishing craft are given commissions as Skippers, Chief-Skippers or Skipper Lieutenants.

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UNIFORMS OF ROYAL NAVAL RESERVE.

1. Captain (E.).
2. Commander (E.).
3. Lieutenant-Commander (E.).
4. Lieutenant (E.).
5. Paymaster Commander.
6. Paymaster Lieutenant-Commander.
7. Paymaster Lieutenant.
8. Paymaster Sub-Lieutenant.
9. Ribbon of R.D. (Royal Naval Reserve Officers' Decoration and of R.N.R. Long Service medal).
10. Tie of the Royal Naval Reserve.

PLATE VII



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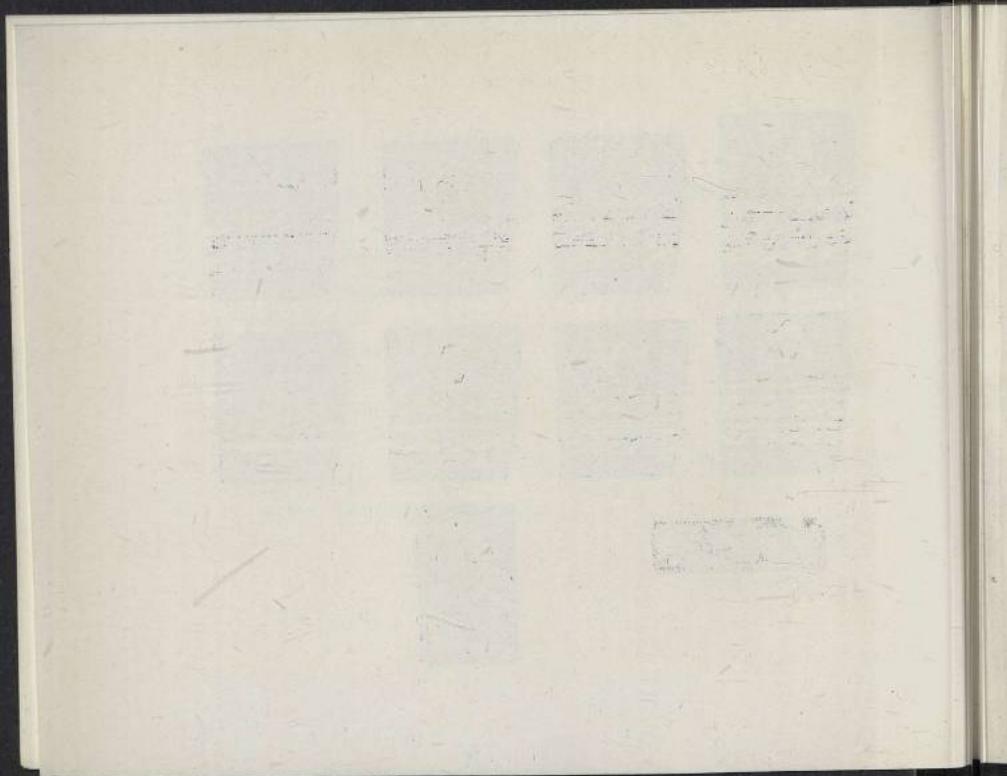
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CHAPTER XVII

The Royal Family and the Merchant Navy

"The staunchness of the men of the Merchant Navy and Fishing Fleets has added lustre to the ancient traditions of the sea."

THESE were the fine and simple words used by His Majesty when he declared Parliament open in November, 1940.

It is not an exaggeration to say that the present and improving status of the Merchant Navy is due very largely to the never-failing interest shown in its welfare by members of the Royal Family.

There were many instances before the last war in which they showed their interest, but it was in one of his stirring messages to the country during hostilities that King George V shattered public complacency by referring to "His Majesty's Merchant Navy".

The British people as a whole have never been sea-minded and they have taken the services and sacrifices of others as a matter of course.

King George, as a sailor, knew better than any what the Service was enduring.

For some reason or other this noble gesture went almost unheeded by the nation and the shipowners alike. Instead of following the Royal lead it was almost ignored. Only now when the country is once more in grave peril is interest reviving.

At the close of the war the King took the unprecedented step of creating the office of "Master of the Merchant Navy and the Fishing Fleets" as described elsewhere, and of appointing the Prince of Wales as first holder of the title.



[Photo by Peter North
His MAJESTY KING GEORGE VI
Master of the Merchant Navy

The Royal Family and the Merchant Navy

In 1926 was created the Honourable Company of Master Mariners, and the early favour of the City of London towards this new Guild drew some of its motive power from the approval of the King and the active support of the Prince of Wales. His Royal Highness became the first Master of the company.

As a further mark of appreciation of the services rendered, His Majesty bestowed knighthoods on representative Masters, a practice which is still continued.

An official uniform was drawn up for all ranks to be worn by all those companies not then in possession of their own individual dress and by any others who chose to adopt it.

His Royal Highness wore this on several occasions, and it was at one time suggested that the Prince of Wales's feathers should be worn on the fly of the Red Ensign, but this was never carried into effect.

Throughout the years between the two Great Wars no opportunity was lost to maintain the Royal interest. Visits were paid to merchant ships on numerous occasions, and some important launches were attended by the King or other members. A list of some of these is given at the end of the chapter.

Additional R.N.R. Aides-de-Camp were appointed to attend on His Majesty on ceremonial occasions.

The Service was fully represented at the Victory Procession through London, and house flags of many companies were carried.

His Majesty held a special pageant of merchant shipping on the Thames at which he attended in the Royal Barge. Ships' lifeboats formed the procession, each from a representative shipping company and wearing the House Flag. Unfortunately the procession was timed to take place at the bottom of the tide, and this, combined with a dull, overcast and misty day, robbed it of some of its expected colour.

The Prince of Wales attended many functions and travelled by various liners during his visits to foreign countries and privately to his Canadian estate.

The Merchant Navy

By the wish of the King, merchant ships were present at the Naval Review held in honour of his Silver Jubilee in 1935, and by his command, skippers of some of these and of fishing craft were presented to him by their Master on the bridge of the Royal Yacht.

He visited Southampton to open the new graving dock in 1933, and steamed in from seaward in the Royal Yacht.

He laid the foundation of the new building for Lloyd's, and also declared the building open some years later. At both these functions he attended in the uniform of Admiral of the Fleet, thus laying stress on the Service side of this institution.

When the Prince of Wales came to the Throne he had of necessity to give up the office of Master of the Master Mariners' Company, but he retained his leadership of the Merchant Navy and adopted the title of Admiral of the Company.

He paid an informal visit to the great liner *Queen Mary* during her construction although he had already attended officially at her launch.

Since the present King came to the Throne the connections have been bound ever closer, and he immediately assumed all the titles held by his father and brother.

At his Coronation Review in 1937 he also commanded that many merchant ships and fishing boats should be invited to be present.

In 1937 His Majesty became patron of the Merchant Navy Week which was arranged on lines similar to the popular Navy Week, and the funds of which were given to the Missions to Seamen.

It was hoped to bring home to the public the interdependence of the Royal and Merchant Navies in time of national emergency.

On the return from his visit to Canada and the United States in the early summer of 1939 His Majesty paid the Service the greatest compliment of all by travelling in *Empress of Britain* as Sovereign and Master of the Merchant Navy under the



JUBILEE REVIEW OF 1935

Liner Captains and Trawler Skippers photographed on the deck of the Royal Yacht

The Merchant Navy

Red Ensign. On all previous similar occasions, merchant vessels had been commissioned as ships of the Royal Navy and flew the White Ensign.

When war came again every opportunity was taken by him to keep before the country the prime importance and the needs of the merchant seamen, which even now appear to be overlooked by most.

In November, 1940, the Ministry of Shipping published the first list of casualties sustained by the Service. This list covered the first six months of the war, and the initiative for this came from the King himself, who felt that the members of the Service should be treated on a par with the Fighting Services.

The thought was one worthy of the Master of the Merchant Navy and Fishing Fleets.

In the spring of 1940 His Majesty paid a compliment to the shipowners by opening the new building of the Chamber of Shipping.

As in all sections of the life of the country, the Royal Family take the lead. It is the people who do not always respond worthily to the call made to them.

Royal Launches

Windsor Castle, the 19,000 tons Union-Castle liner, was launched by H.R.H. the Prince of Wales at Clydebank in 1922. Both he and Prince George (Duke of Kent) afterwards travelled in the ship.

Duchess of York, 20,021 tons, launched for the Canadian Pacific Company at Clydebank in 1929, by H.R.H. the Duchess of York, now H.M. the Queen.

Empress of Britain, 42,300 tons, the flagship of the Canadian Pacific and the largest ship built (at that time) since the Great War in Great Britain. Launched by H.R.H. the Prince of Wales at Clydebank on 11th June, 1930.

He afterwards travelled to Southampton to inspect her a few hours before sailing on her maiden voyage.

The Royal Family and the Merchant Navy

This beautiful ship brought His Majesty the King and H.M. the Queen back from Canada in 1939, under the Red Ensign. She was sunk by enemy action off the Irish coast in November, 1940.

Queen Mary. The giant Cunard-White Star liner of 81,235 tons was launched at Clydebank in 1934 by King George V, accompanied by the Prince of Wales and Queen Mary. Her name was also chosen by His Majesty.

Queen Elizabeth. The largest liner in the world, the Cunard-White Star ship of 83,000 tons was launched at Clydebank by H.M. Queen Elizabeth in 1938. She was to have been accompanied by His Majesty the King, but owing to the threatened international crisis of September, he decided to remain in London.

Athlone Castle, 25,000 tons. Built at Belfast in 1935 for the Union Castle Mail S.S. Co. Launching ceremony performed by H.R.H. Princess Alice, Countess of Athlone, accompanied by the Earl of Athlone.

Orion, of the Orient Line, was launched in 1934 from Australia by wireless, H.R.H. Duke of Gloucester performing the ceremony by pressing a switch which sent the vessel down the slips at Barrow.

CHAPTER XVIII

“ Royal ” Ships

IN some cases in the past when Sovereigns or members of the Royal Family have had occasion to pay State visits to parts of the Empire or to foreign countries it has been necessary to charter liners for the purpose.

They naturally can give the necessary accommodation and comfort which a warship as a general rule cannot. If a ship of war is used there is much extensive alteration required to furnish a Royal suite, but even more difficult is the provision of the necessary space for the staff which in some cases must travel with the Royal party.

A liner looks more yacht like and has a high turn of speed, and it has usually been the custom to take a ship on time charter from the owning or managing company, to provide a Naval crew and to commission her as one of His Majesty's ships under the White Ensign.

On the other hand, when the visit has not been so formal or when a single member of the Royal Family has been travelling alone, it has been more and more the custom to interfere as little as possible with the ship and to travel as an ordinary passenger.

A few of the best known ships used by our Royal Family are as follows:

Oceana, of the Peninsular and Oriental, was chosen to carry H.R.H. Prince Albert Victor to Bombay in 1889. She was sunk in later years after collision with a German sailing ship off Beachy Head.

"Royal" Ships

Ophir. This very well known Orient liner was commissioned with a Royal Naval crew in 1901 to carry the Duke and Duchess of York, who later became King George V and Queen Mary, on their celebrated tour of the Empire.

She was painted all white, with buff funnels, and created quite a sensation. She was a ship with two very widely spaced funnels, and was later paid off as she was very costly to run.

Medina, another P. & O. liner just completed, was engaged to carry the King-Emperor and his Consort to India in 1911 for the Coronation Durbar. She was also painted white with buff funnels, and a third mast was stepped near the bridge to carry the Royal Standard and the necessary signal halyards.

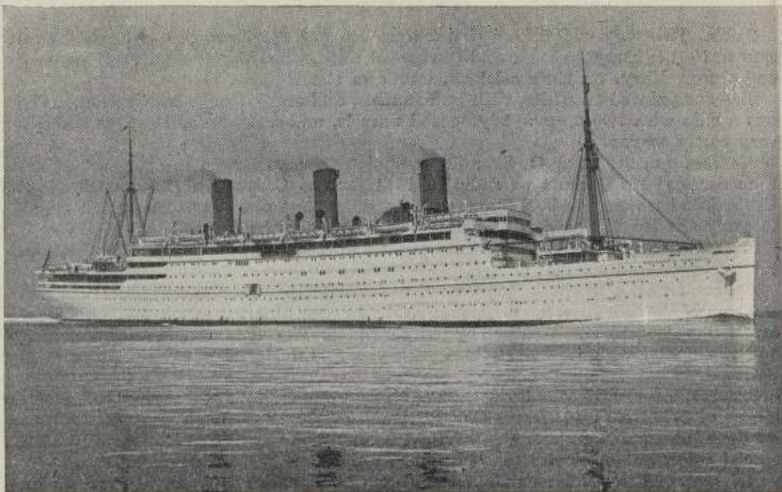
The Royal Navy supplied all the officers and men with the exception of the Captain, the engineers and the stewards.

Balmoral Castle, of the Union Castle, took their Royal Highnesses the Duke and Duchess of Connaught to Cape Town in 1910 to open the first South African Parliament. She also was commissioned by Naval ratings. The choice of ship was admirable, and the name, with its associations with the Royal House, could not have been bettered.

Oropesa, of the Pacific Steam Navigation Company, carried Prince of Wales (Duke of Windsor) and Prince George (Duke of Kent) to South America in 1931 on their memorable tour of the South American countries. T.R.H. travelled in a special suite, but otherwise the liner was engaged on her ordinary service.

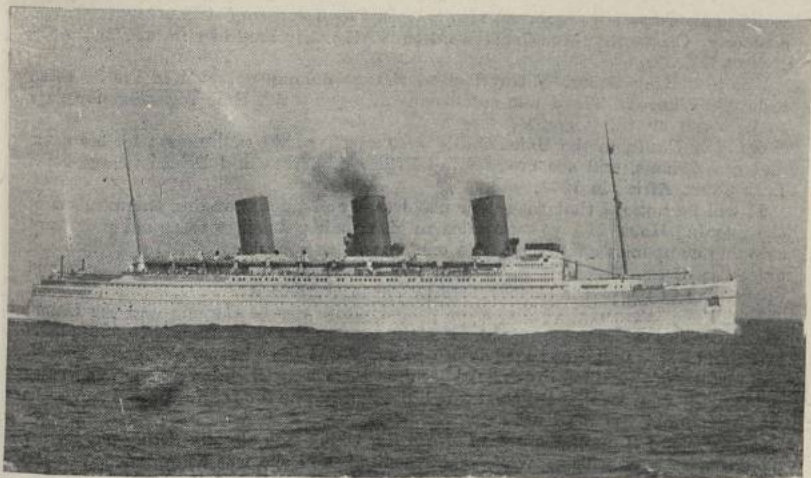
Arlanza, of the sister company, the Royal Mail, carried the Royal brothers on their return journey from South Africa to Lisbon. This ship was one of the survivors of the famous 10th Cruiser Squadron.

The Prince of Wales was very fond of the *Empress of France*, of the Canadian Pacific, which, as *Alsatian*, was flagship of the 10th Cruiser Squadron for the whole of its existence. He travelled in her on more than one occasion during his private



"EMPRESS OF AUSTRALIA"

The Canadian Pacific *Empress of Australia* which took Their Majesties to Canada in the Spring of 1939. Ironically she was built in Germany and it is said was intended by the ex-Kaiser to carry him on a world "victory" tour after the last war.



"EMPRESS OF BRITAIN"

The lovely *Empress of Britain*, flagship of the Canadian Pacific, which brought back Their Majesties from Canada under the Red Ensign. She was unfortunately sunk by enemy action in November, 1940.

The Merchant Navy

visits to his Canadian ranch. He also travelled in *Empress of Australia*, of the same company. On another occasion he went to Northern Ireland in *Ulster Prince*, of the Belfast S.S. Co.

The late King George V travelled to France on one occasion in the Southern railway's *Biarritz*. There was much controversy at the time regarding the flags to be worn on this voyage.

Windsor Castle, of the Union Castle, was another ship well chosen for her name and associations, and she brought the Prince of Wales and Prince George home from South Africa in 1934.

It will be noticed that with their usual tact and understanding the members of the reigning House always took pains to give their patronage to as many different shipping companies as possible. No one was more conscious of the traditions and greatness of the Merchant Navy than the Prince of Wales and as Master he did everything in his power to encourage public interest in it.

When the wonderful visit of their present Majesties to Canada and the United States took place in the spring of 1939, the war clouds were already lowering upon the world. It was deemed inadvisable to carry out the plan as originally devised, and instead of travelling in the battle-cruiser *Renown* or *Repulse*, a liner was hastily made ready in order that the great warship might not be too far away from dangerous waters, should the need arise.

The choice fell upon *Empress of Australia*, which was already fitting out for her coming season of cruises. Work was expedited, and she was commissioned as His Majesty's yacht under the command of Vice-Admiral, Royal Yachts.

The greatest compliment ever paid to the Merchant Navy was on their Majesties' return.

It was suggested by the Southampton Master Mariners' Club (The Cachalots) that they should travel in a merchant ship under the Red Ensign. This suggestion

"Royal" Ships

was backed by the Honourable Company of Master Mariners, and an appeal was made to their Sovereign.

He readily fell in with the wish, and so came back with Queen Elizabeth in *Empress of Britain*, flagship of the Canadian Pacific. She wore the flag of the Lord High Admiral at the foremast, the Royal Standard at the main and the Red Ensign at the stern.

The King travelled back from the greatest triumph ever attained by a Royal Ambassador in foreign lands, in his capacity as Master of the Merchant Navy and Fishing Fleets, Admiral of the Honourable Company of Master Mariners, and also as King-Emperor.

Such a compliment had never before been paid to the Merchant Fleet, and the whole Service thrilled at the news.

The Sailor King had made public acknowledgment that the Navy of Defence and the Navy of Supply were one and indivisible.

Incidentally while on their Canadian tour their Majesties journeyed from Victoria to Vancouver in the Canadian National coastal liner *Prince Robert*, and it is interesting to note that this ship in 1940 captured a German cargo vessel while serving in the capacity of armed merchant cruiser. This was the first time that such a capture had been made by a Dominion vessel.

CHAPTER

The Merchant Navy at Naval Reviews

INDIVIDUAL merchant ships had been present at naval reviews from time to time in the past, but they were rarely "officially" invited.

The first ships actually built as armed merchant cruisers, *Majestic* and *Teutonic*, were much in the news at the time of their construction, and at the great Review held at Spithead in 1889 *Teutonic* was present, and was visited by the Prince of Wales, afterwards King Edward VII, and by the ex-Kaiser.

This was rather a "naval occasion", however, because it was as an auxiliary warship that interest centred in her.

Many people interested in the status of the Merchant Navy and desirous of keeping it to the forefront of public attention at all times had for long agitated for its formal representation at such ceremonies.

The Admiralty were not particularly sympathetic, but eventually the desire was brought to the notice of King George V. With his never-failing insistence upon the full recognition of the Service he expressed his wish that official invitations to be represented should be extended to many shipping companies.

There is always a little difficulty for shipowners because ships may not be due in port or their departure cannot be delayed and others cannot conveniently divert any of their vessels to attend in the neighbourhood of the review which may be well away from their usual "beat".

Notwithstanding this, the shipowners responded well to the invitation extended

The Merchant Navy at Naval Reviews

on the occasion of His Majesty's Silver Jubilee Review held at Spithead in 1935. This was largely brought about by the Merchant Navy's desire to pay their respects to their Sovereign and to the corresponding pressure brought to bear on the authorities.

The weather was lovely, and the great liners completely dwarfed even the largest battleship and added just that colourful touch which was needed to bring joy to the occasion.

Commerce and sea power together united to pay homage to the Sailor King.

Forming a line on the seaward side of the lanes of fighting craft the following were some of the merchant ships present:

Asturias, *Alcantara* and *Atlantis* of the Royal Mail, all three to win fame in the present war, the first pair as armed cruisers and the third as a hospital ship off Norway.

Arandora Star, the Blue Star dream ship of cruising to be lost in the Atlantic while taking German and Italian prisoners to the safety of the New World.

Ranpura and *Viceroy of India* of the P. & O.; *Esperance Bay* of the Aberdeen & Commonwealth; *Nevasa*, the trooper of the British India; *Berengaria*, *Homeric* and *Lancastria* of the Cunard-White Star, all three of them now gone, the first two to the shipbreakers and the third to be lost by dive-bombing attacks in a French port during the brave days of the early summer of 1940.

The lovely *Warwick Castle* represented the Union Castle; *City of Venice* the Ellerman fleets; and *Alondra* the Yeoward.

Thus most of the principal services were represented, and the colour lent a gay touch to the scene.

Many had hoped that the famous *Mauretania*, which was then at Southampton, preparatory to leaving for Rosyth to be broken up, would be present on this historic occasion and thus end her wonderful career in a blaze of glory, but it was not to be.

The Merchant Navy

Nor were the humbler fishing fleets overlooked, and they brought a good representation of their ships to add to the grandeur of the scene.

This was at a time when the world outlook was overshadowed by the Italian threat to Abyssinia and the increasing tension in the Mediterranean rendered it desirable to send the fleet back as soon as possible.

As it happened, it was the last review ever held by the great man who had weathered the storms of twenty-five years.

When the King had passed down the lines of ships and had returned to the Royal Yacht he gave instructions for certain Masters of merchant ships and fishing craft to repair on board. They were then officially presented to His Majesty by their Master, H.R.H. the Prince of Wales, on the bridge of *Victoria and Albert*.

Thus did he once more publicly display his regard for the Navy of Supply.

Again at the Coronation of another Sailor King, his present Majesty, in 1937, the great scene was repeated.

Not all these were in the Review lines as some were present with passengers to view the spectacle and not in an official capacity, but their names will be given so that some idea of the picture can be gathered.

Otranto and *Orontes*, of the Orient; *City of Simla*, of the Ellerman; *Aquitania* and *Laurentic*, of the Cunard-White Star, the latter to be lost some three years later while serving as an auxiliary cruiser; *Vandyck*, the white cruiser of Lamport & Holt which met a similar fate; *Strathmore*, of the P. & O.; *Dilwara*, the most modern trooper of the sister company, the British India; *Rangitiki*, of the New Zealand Shipping Company; *Neuralia*, an older trooper of the B.I.; *Lancashire*, of the Bibby; and *Cameronia*, of the Anchor.

The railways were well represented by *Maid of Orleans*, *Isle of Guernsey* and *Isle of Jersey*, *Britannia*, *Canterbury*, *Normannia*.

Paddle and pleasure craft included P. & A. Campbell's *Glen Gower*, *Glen Usk*,

The Merchant Navy at Naval Reviews

Britannia and *Brighton Queen* and *Cambria*. *Essex Queen*, *Queen of Southend*, *Queen of the Channel* and *City of Rochester*, of the New Medway Company; and *Crested Eagle*, of the General Steam Navigation Company.

The Red Funnel Company supplied *Lorna Doone*, *Calshot*, *Balmoral* and *Medina* while the Isle of Man Steam Packet Company sent *Victoria*.

Coastal companies were represented by *Highlander*, of the Aberdeen, Newcastle and Hull Company, a ship which gained fame by her gallant fight against enemy aircraft, one at least of which was brought down.

Many of the little ships mentioned earned undying fame at Dunkirk beaches in June 1940, and many left their wrecks in the vicinity.

Messrs. Everard's *Suavity*, one of the many similar ships which have done much to counter foreign-owned coasters trading in London River, was painted white for the occasion.

There was another splendid spectacle which might almost be called the "Merchant Navy passes by".

Many of the Admiralty and official guests were accommodated in liners, and these followed the King down the lines during his inspection.

The day was overcast and looked threatening, but almost at the moment that the Royal Yacht entered the review lines, the sun broke through and dispersed the overhanging mists and the ceremony was revealed in all its pageantry.

First came the Trinity House yacht, *Patricia*, claiming by immemorial right its privilege to lead the King to sea. Next came the lovely *Victoria and Albert*, getting on in years but never looking more stately. Following her came the Admiralty yacht *Enchantress*, and then the long line of great liners led by the P. & O.'s beautiful white *Strathmore*, and followed by *Cameronia*, of the Anchor, the stately *Vandyck*, *Rangitiki*, of the New Zealand Shipping Company, and others.

This was what a review should be with ships passing a given point.

The Merchant Navy

From the lips of many naval officers lining the decks of the men-of-war came expressions of admiration for the grand ships which passed through between the rows of grey ships and then doubled back to take station astern of the Royal Yacht.

As on the occasion of the earlier review, His Majesty received the commanders of representative types of ships on board the Royal Yacht, and these officers were chosen from among giant liners, coasters, tankers, trawlers, pleasure craft and cross-channel vessels.

As a fitting close to the historic event, the ships were flood-lit as night fell and after the great fireworks display from the assembled ships of war.

Never will the sight be forgotten, and one of the lasting impressions is that of the lights thrown up from the boat deck on to the four red funnels of the great *Aquitania*, herself a representative of a fast disappearing type and the only four-funnelled liner left afloat.

It was a proud day for the Merchant Navy, and one which it is hoped will be a forerunner of many more to come when the two branches of the sea Services will have crushed once again the challenge to Britain's position in the world.

CHAPTER XX

Merchant Navy Week, 1939

ONE of the most popular events of the year for some time before the outbreak of war in 1939 was the Navy Week which was held at Naval ports and dockyards.

It was the one day in the year when the Royal Navy was "at home" to the public, and apart from providing funds for Naval charities it really did bring home to the country something of what warships did and what the Navy stood for.

It was only logical that many people who were interested in the "other British Navy" should think it a good idea to try and organise a similar event in connection with the Merchant Navy.

Accordingly His Majesty became the Patron, and a highly successful week was held at Southampton, the premier passenger port, between July 17th and July 24th.

All the proceeds were on behalf of the Missions to Seamen, the "Flying Angel Mission" as it is termed by sailors on account of the well-known flag of this wonderful society.

Among ships thrown open to the public were *Queen Mary*, *Empress of Britain*, *Warwick Castle* and *Asturias*. To demonstrate the close co-operation between the Royal and Merchant Navies a warship was present and a number of exhibits were arranged by the Senior Service.

Displays were held daily by boys from the Training Ships and by Sea Scouts.

Main exhibits were held in different sheds on the quayside, and each was devoted to a different aspect of the Merchant Navy's work.

The Merchant Navy

House flags decorated the walls or were painted around the frieze, and many models of different sizes and of different types of ships were lent for the purpose.

There were seven principal sections entitled "He houses you", "He warms you", "He feeds you", "He clothes you", "He transports you", "He protects you", and "He recreates you".

They showed the production of raw materials, the loading and unloading of ships, transport and distribution of finished articles and so on.

In the section "He protects you", the work of the Royal Navy was brought in, and war relics of both sections of the sea Service were exhibited and models demonstrated the work of convoys.

The whole exhibition was intended to bring home the interdependence of the Royal Navy and the Merchant Navy in times of emergency, and it was one which should have been made an annual and ever larger show.

CHAPTER XXI

Odd Junk

(Crests, Traditions, etc.)

AN attempt has been made throughout this book to record some of the customs or traditions which attach to the Merchant Navy as a whole.

It is a curious Service, unlike any of the fighting Services, because in addition to customs generally observed, there are certain others confined to individual companies.

A ship may bear the name of a famous predecessor and inherit its traditions. It has already been noted how many companies favour the practice of the Royal Navy in carrying on distinguished names.

For example, the *City of Benares*, which was sunk in the Atlantic while carrying British children, was the sixth Ellerman ship to bear the name.

This practice is never extended to perpetuate the names of vessels about which hangs a very great tragedy such as *Lusitania* or *Titanic*.

Ships are linked with cities sometimes by having a painting or large photograph of the place concerned, presented by the particular borough or corporation. This is usually accorded a prominent position, such as facing the main staircase.

Queen Mary has a lovely portrait of Her Majesty and so on. *Queen Mary* also presented her personal standard in silk, and this was placed behind a glass panel on the grand staircase.

Commemoration plaques are frequently seen recording a particularly gallant



DEPARTURE OF AN ORIENT LINER FROM AN AUSTRALIAN PORT, SHOWING COLOURED
STREAMERS

Odd Junk

rescue or distinguished service during the Great War. *Olympic*, the "old reliable", had one proudly stating that she rammed and sank a German submarine.

There are links with famous regiments. The Union Castle motor liner *Capetown Castle* received a silver plaque in May, 1938, from the Officer Commanding, Cape Command, as a token of gratification felt at the naming of the ship after the military headquarters in Cape Town.

Compliments are exchanged in a similar way with the Royal Navy.

It is not often that ships in the two Services bear the same name, but when the Orient liner *Orion* was launched, the Captain and officers of the cruiser of that name presented a fine coloured print to the merchant ship. The Orient company strengthened the link by presenting to the Captain and wardroom officers of the warship a silver salver inscribed with the crest common to both ships.

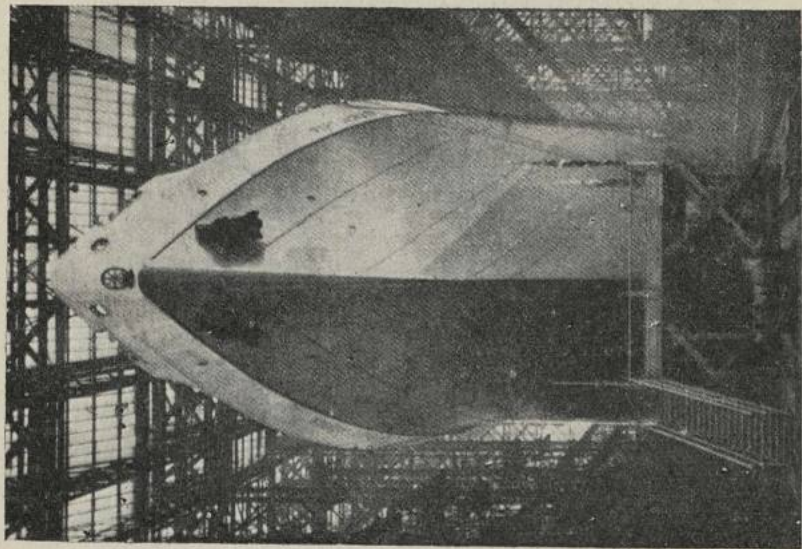
There are quite a number of such links, and the more the better.

The time should come when every ship in the Merchant Navy should have an official crest or badge similar to those of ships in the Royal Navy.

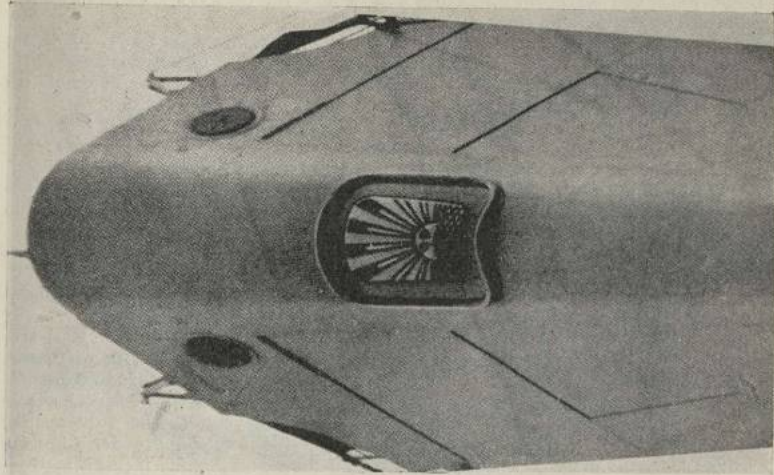
The *Mauretania* incorporates a small portion of the panelling from her famous predecessor. When she was launched, a telegram was received from the master and crew of the small paddle steamer, *Corfe Castle*, which had taken the name *Mauretania* to preserve it pending the building of the new ship. The message read, "On the day of your baptism your diminutive step-sister sends greetings and cordial good wishes for a long and famous career".

It has long been the custom for all ships in port or in the river or roadstead to give a long farewell by flags and syrens when an old favourite passes on her last voyage to shipbreakers.

The Corporation of Lloyd's presented a set of three bells to both *Queen Mary* and *Queen Elizabeth*. The smallest was placed in the wheel house, the second on the fore-castle head and the third was placed on a bracket fixed to the foremast.



SHOWING BADGE OF COMPANY ON STEM



P. & O. CREST ON "STRATHEDEN"

The Merchant Navy

Mention has been made elsewhere about the origin and meaning of many of the House Flags and badges of companies and of how the Carron ships carry a cannon ball close up to the main truck.

Some ships have individual mascots, as for instance, the New Zealand Shipping Company's *Rotorua*, which mounts a metal kiwi bird on one of her mastheads.

Sailors have their own names or distorted pronunciations, just as sailors do the world over for their ships.

There are also nicknames for some of the owners or companies, but this is not the place to quote them. There is a trio of shipowners on a stretch of coastline somewhere in England known as "The Holy Trinity".

Then there are such House customs as special dinner calls: for example, buglers announce the evening meal in Orient ships by sounding "The Roast Beef of Old England".

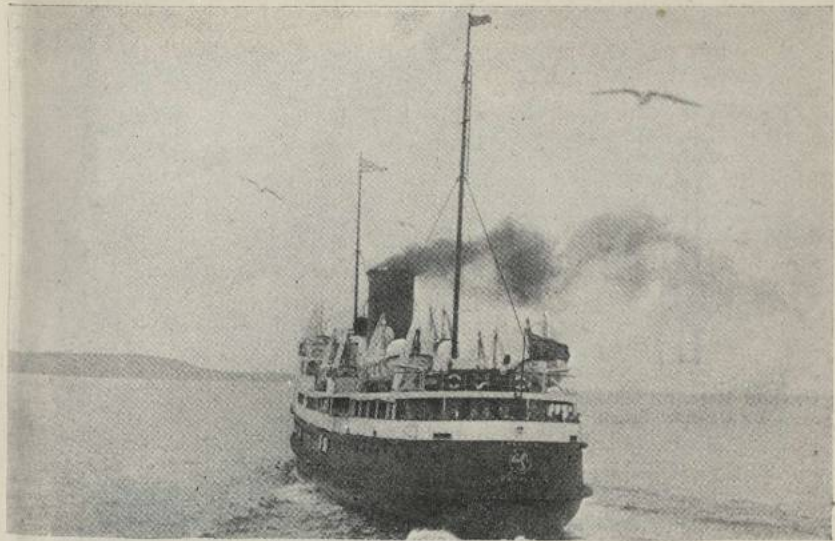
Union Castle vessels always leave port to the strains of the National Anthem rendered by the ship's orchestra.

A blue band is usually painted round the hull as a sign of mourning for a prominent personage or for the Chairman of the Line.

Crossing the line ceremonies are not generally engaged in except perhaps in a modified form in cruising liners, which do not, however, as a rule, reach those latitudes. Officers crossing for the first time perhaps have to present a bottle of gin to the Purser as the price for their pass, but this is not universal, and varies with the company.

A very interesting and worthy development in recent years has been the wearing of badges or crests on the bows of large liners. This is rendered easier and more noticeable by the present type of sharply raking stem, and perhaps if this is accentuated we may see a return to the figurehead.

Sometimes the crest is a portion of the company badge such as that of the P. & O. rising sun which is clearly illustrated on an accompanying page.



ISLE OF MAN BADGE ON STERN OF ISLE OF MAN S.P. CO'S SHIPS



CANNON BALL ON MAINMAST
OF CARRON SHIPS



"ST. SUNNIVA" SHOWING FIGUREHEAD AND CLIPPER BOW

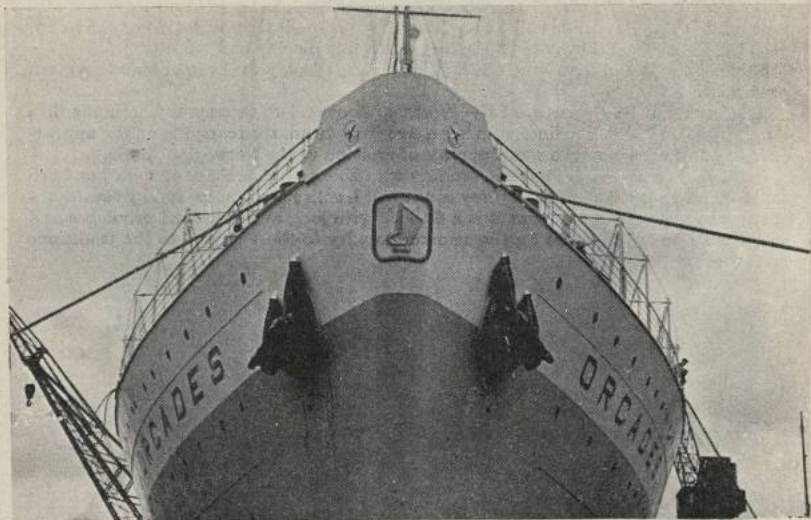
Odd Junk

Both *Orion* and *Orcades* of the Orient, have distinguished crests and these are also indicated. The Port Line ships sometimes have a small representation of the house flag; the Southern Railway train ferries have a fine display on their stems.

Ships of the Isle of Man Steam Packet Company display the Legs of Man as a stern ornament.

The beautiful *St. Sunniva*, of the North of Scotland & Orkney & Shetlands S.P. Co., is built on yacht-like lines, and has a fine figurehead, thus carrying on the appearance of her namesake, who was a pioneer of cruising to the Norwegian fjords.

One could go on indefinitely mentioning such things, but perhaps enough has been said to show that the Merchant Navy is not just a collection of ships run by twentieth-century industrialists, but that it is a Service with long and cherished privileges and customs all bound together by the common loyalty to the Flag and to the traditions of the sea.



CREST ON BOWS OF ORIENT LINER "ORCADES"

CHAPTER XXII

Preparing For The Storm

IN the summer of 1937 Defence courses were introduced for officers of the Merchant Navy.

These were voluntary, and were taken at Naval establishments according to the time available. They applied principally to those who were not members of the Royal Naval Reserve, as these already received their annual training.

Courses included instruction in gunnery, anti-submarine and anti-mine warfare, and the response was very great.

At about the same time large stocks of anti-submarine and anti-aircraft guns were collected by the Admiralty at various ports both at home and in the overseas Empire, and decks of many ships were stiffened.

In July, 1938, an additional course in gunnery was instituted to supplement that introduced a year previously. This covered a period of five days, and met with an equally enthusiastic response.

In December of that year a register of all coastal shipping was made with full particulars of the vessels and their capabilities. This was in addition to the plans already made for a Ministry of Shipping to take effect from the beginning of any hostilities.

Towards the close of this year a far-reaching scheme was drawn up by Sir Philip Haldin, who had often taken the lead in many schemes for the safeguarding of British shipping.

The Merchant Navy

Very roughly this scheme had four principal aims in view.

1. To build up an emergency reserve of tramp shipping.
2. To take steps for the modernisation of the tramp shipping industry.
3. To prevent old British ships being sold to foreigners for trading.
4. To provide assistance to ship owners to enable them to place new orders with British shipbuilders.

In January, 1939, the Government announced the formation, for the first time, of a Merchant Navy Reserve of personnel to be known as the Mercantile Marine (sic) War Service List.

This was to provide a reserve of seamen who had, at one time or another, been to sea, and who would volunteer to serve again in times of war. Thus as well as forming a useful reserve it would counteract to a certain extent the weakness shown in the Great War when many companies suffered severely by many of their personnel leaving for service with the Royal Naval Reserve.

The scheme was to be under the control of the Registrar-General.

In March of that year a Gunnery Defence Course was instituted for seamen. This also was on a voluntary basis, and provided for training on guns up to and including 6-inch.

Ratings responded equally well as had the 8,000 officers who had already taken the courses since they were set up some sixteen months earlier.

In the same month the Government announced its long promised and long overdue assistance scheme for merchant shipping.

Generally it followed closely along the lines suggested by Sir Philip Haldin.

It had many faults and did not go nearly far enough, but it was a good beginning. Among other things it provided for a grant of £2,750,000 annually for a period of five years for tramp shipping.

It suggested that a committee should be set up to go into the question of the

Preparing for the Storm

liner trades. It provided shipbuilding grants for the construction of ships in this country, and it decided to build up a reserve of tramp shipping.

In July, 1939, the first purchases under the latter clause were made, and although a few more were made it had not been in force for sufficient length of time before war broke out, in September, to make any appreciable contribution to the prosecution of the war.

Thus as far as possible, against much opposition and much more apathy and complacency, the Merchant Navy "battened down" its hatches to face the approaching storm, and, generally speaking, when it broke the Service was in a much better position to meet it than it had been in 1914, other than in its reduced numbers of ships.

CHAPTER XXIII

The Storm Breaks: Again War

SEPTEMBER, 1939, found the Merchant Navy with some 2,000 fewer ships than when the first Great War broke out in 1914.

In certain ways, however, it was better prepared. For some months courses in gunnery and anti-submarine tactics had been thrown open to officers and men of the force, and many thousands had availed themselves of it.

Stocks of anti-submarine and anti-aircraft guns had been built up at British and certain overseas ports, and many ships had been strengthened to take them. In some cases magazines had been installed.

The convoy system was introduced from the first, or as soon afterwards as it became practical, and a Ministry of Shipping was brought into being to deal with the whole complex problem of supply.

The world had not long to wait for the first example of what to expect. Had Germany changed her methods or was the total war to be extended to the sea?

On the day that war broke out, the unarmed passenger liner *Athenia*, a vessel of some 13,000 tons belonging to the Donaldson Atlantic Line, was torpedoed and sunk.

Ships were provided with the guns as they came into port, and at first it seemed as if the submarine menace was in hand.

Nevertheless ships were lost, and some well-known ships went to the bottom. *City of Paris* had a successful encounter with mine or torpedo.

The Storm Breaks : Again War

The magnetic mine made its appearance, and there were further heavy losses. Soon, however, this was overcome, thanks to the bravery of experts of the Royal Navy.

Ships were fitted with a kind of belt which ran round, usually inside the bulwarks; through this was passed an electric current which de-magnetised the mines, and so rendered them harmless.

Large numbers of fishing trawlers came in, as during the previous campaign, to sweep up the deadly harvest.

Ships took across the British Expeditionary Force to France once again, and again brought over contingents from the Dominions, India and the Colonies. Armies were taken to the Middle East.

An Army was transported to Norway, where it withstood all the attacks from dive-bombers and German surface craft. The Army was withdrawn.

Ships were sunk by the German warship *Admiral Graf Spee*, and their crews later transferred to the prison ship *Altmark*.

The latter eventually proceeded to Norway, where it endeavoured to hug territorial waters and then to make a dash for Germany.

The merchant seamen confined below suffered great hardships and even brutality, and were rescued by H.M.S. *Cossack* while lying in a Norwegian fjord.

With the German occupation of the Channel ports things took a serious turn.

The B.E.F. was withdrawn during the crowning mercy of Dunkirk only by the noblest and closest co-operation of the Royal and Merchant Navies and the Royal Air Force.

Ships of all kinds and sizes from lifeboats provided by the shipping companies to sailing and self-propelling barges, coasters, paddle ships, Cross-Channel packets and cargo carriers, all played their part.

Merchant ships employed as hospital ships braved the fury of air attack and lay alongside the jetties on their errand of mercy.

The Merchant Navy

Here, and at other ports along the coast, they were attacked, and in some cases set on fire and sunk.

Quickly another expeditionary force was sent across the Channel farther to the south, but this had to be brought back shortly after owing to the collapse of France.

Many are the tales told of individual merchant ships of all kinds which rescued troops or civilians. With decks packed and every inch of space occupied by a human being they crept away in the nights or during the vicious day-time aerial bombardments.

Poles, Frenchmen, Netherlanders, Belgians and Norwegians alike showered their praises on the gallant seamen.

Heavy losses in ships were incurred, although not really heavy when the magnitude of the task is taken into consideration.

Germany now had a coastline ranging from the Arctic circle to the Bay of Biscay along which she could construct bases for her deadly craft.

Soon the effects were felt and losses began to rise.

Further afield went the U-boats. *Arandora Star*, the famous cruising liner, was sent to the bottom in the North Atlantic while carrying German and Italian prisoners to safety in Canada.

Flagship of the Ellerman Lines, *City of Benares*, was torpedoed while carrying children who were being sent from England to the New World.

The old enemy had returned. At first there were instances of humanity or even courtesy, but they soon gave place to the familiar tactics.

Men were shot while getting into the boats or even when in the water.

On the other hand, the old British seaman showed his characteristics once more. Fortitude and courage in the face of everything. Many thrilling duels have been fought between submarine and merchantmen, and some of the former have been sent to the bottom by the guns.

The Storm Breaks : Again War

Enemy aircraft have been shot down while attempting to dive-bomb individual or convoyed ships.

Turning to the armed merchant cruisers our losses have been high.

First there was the gallant exploit of the P. & O. *Rawalpindi* towards the close of 1939, when, in the cold grey northern waters she came upon the German battleship *Deutschland*. The contest was hopeless with 6-inch guns opposed to 11-inch. She nevertheless turned to close the range, and soon disappeared a raging inferno. Many of her crew were merchant men.

Alcantara, of the Royal Mail and bearer of a famous name, gave chase to another enemy raider in the South Atlantic, but she was crippled in the engine-room and had to give up the encounter.

Jervis Bay of the Aberdeen & Commonwealth in November, 1940, sacrificed herself in order to give a chance of escape to the thirty-eight ships of a convoy which she was escorting from a German battleship. She turned in towards the foe and went down with colours flying, but some thirty-two of her charges got away.

Carnarvon Castle, the famous Union-Castle motor vessel, encountered still another marauder in the South Atlantic in December, 1940. She was out-gunned, but inflicted damage before the enemy escaped under a smoke-cloud. She upheld the best traditions and put into Monte Video for repairs.

Other losses in this class of ship have been *Caledonia* and *Transylvania*, the pair of Anchor three-funnellers, *Vandyck*, the lovely white cruising ship, *Carinthia* and *Andania*, popular Cunard White Star ships, of the Blue Funnel *Orama*, the first of the Orient 20,000 tonners.

The courage of the seamen has once more thrilled the world. Half ships have been brought safely home although blazing fiercely.

Burning tankers have been similarly saved.

Submarines have been rammed and aircraft defied.

The Merchant Navy

Exposure in open boats has once again become a commonplace. All were stirred by the tale of the Federal *Sussex* as told to the country by the Minister of Shipping. *Orama* went down off the Norwegian coast, where she had so often been before in happier days.

The heaviest material loss was sustained in November, 1940, when the giant *Empress of Britain* was attacked off the Irish sea by enemy aircraft.

By a chance in a thousand, direct hits were registered, and soon she was ablaze throughout her whole length.

She was carrying passengers at the time.

She was taken in tow, but unfortunately was torpedoed on the following day and went to the bottom.

Thus ended the career of the Canadian Pacific flagship which made history by bringing the King and Queen home from Canada the previous year, under the Red Ensign.

Shortly after, her consort, *Empress of Japan*, nearly suffered a similar fate, but happily she was brought in.

A fine feat of seamanship was when the largest ship in the world, *Queen Elizabeth*, slipped down the Clyde and was next heard of as entering New York harbour. She had gone across unannounced and unescorted.

The ships of one well known firm have had so many successful encounters with enemy craft that they have become known as "Ropner's Navy".

Losses are mounting, and who knows what is in store except that the quality of the men of His Majesty's Merchant Navy will certainly not give cause for anxiety?

In the early part of 1941 the shortage of merchant seamen began to be felt, and men called up for service who had shown preference for the Royal Navy but who had still not been called up were given the opportunity of serving in the Merchant Navy either for a short period or for the duration.

The Storm Breaks : Again War

A training centre was established in which a three months' course was given by the Admiralty for men without previous sea experience.

During the first twelve months of war 406 British merchant ships were lost by enemy action, totalling 1,611,842 tons.

By the end of November, 1940, less than three months more, the figures had risen to 588 ships of 2,464,000 tons.

CHAPTER XXIV

Convoy System

MANY people think that the convoy system was introduced for the first time during the last war, but as a matter of fact it is one of the earliest methods of protecting merchant ships.

As far back as 1379 ships were stationed off the east coast of England for guarding merchant ships from corsairs, and there was an Official known as "Waffer of the Wool Fleet", whose duties appeared to be to keep the wool-laden ships together much as a shepherd guards his sheep.

The Tudor times necessitated every merchantman going armed although, as a matter of fact, in those days there was little or no difference between trading ships and most men-of-war. Privateers and rovers sailed the seas all round the coasts in large numbers, sometimes in whole fleets.

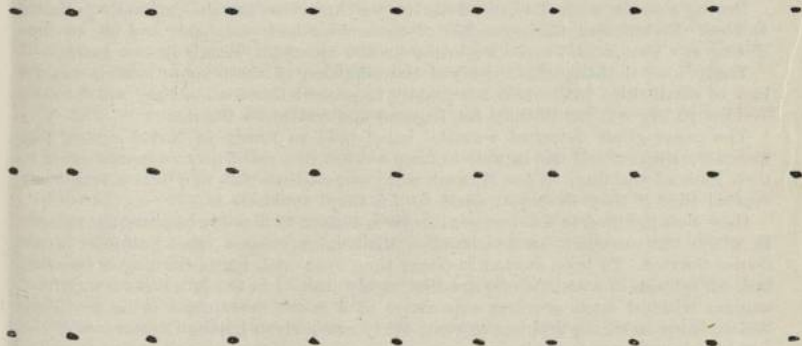
It was during the Napoleonic wars that the really great convoys came into being. Fleets of East Indiamen were rich prizes, and here again nearly all the ships of commerce were themselves armed to enable them to beat off individual attack. It was this that led to the custom of painting imitation gun ports on the hull to bluff the raider into thinking that many weapons were carried, a custom carried into the days of the clipper ships when some owners still kept up the tradition.

Much of the Royal Navy's time was spent in convoying large fleets which sometimes spread out over ten miles or more of sea, and such an assembly was difficult to keep together at the best of times, but when scattered it was a difficult matter

Convoy System

{ 3 LINES OF 10 SHIPS
EACH SHIP $\frac{1}{4}$ MILE APART
EACH LINE $\frac{1}{2}$ MILE APART

DIRECTION OF CONVOY



Method frequently employed during Great War.

The Merchant Navy

for all the bluff-bowed, lumbering craft to gain station again. When the fleet was too heavily guarded the raider would hang astern waiting for stragglers, which he could pick up without much trouble.

Sometimes a tremendous amount of time was occupied in gathering the ships together, and the preparing of the convoy-list giving full details of ships and cargo frequently led to much complaint from merchants.

During these times there were estimated to be about 700 privateers waiting to pounce on the richly-laden merchantmen.

During the war with the United States, the American merchants loudly protested to their Government that over 900 of their ships had been lost, and at one time during our wars with France we lost over 800 merchant vessels in two years.

The principal thing which delayed the adoption of the convoy system was the lack of small ships with which adequately to protect them, an old cry which caused Nelson to cry out continually for frigates and yet more frigates.

The other great deterrent was the belief held so firmly in Naval circles, that merchant ships would not be able to keep station in a satisfactory manner owing to their lack of training. When Masters were sounded on this they characteristically replied that if they were told what to do, they would do it.

How well justified is this remark is now a matter of history, because the manner in which the merchant seamen handled their ships became the admiration of the Senior Service. To keep station in peace time even with lights burning is no mean task for officers of warships who are thoroughly trained in the job, but for merchant seamen without such previous experience how much more must it be so. They had to learn to zigzag and to carry out every order given by the Commodore of the convoy almost as soon as it was given.

The organisation required ashore is stupendous, but that comes under the Admiralty, and we are here concerned with the Merchant Fleets.

Convoy System

In the early part of 1917 the shipping losses were so serious that our plight was becoming desperate, and at one period we were losing ten ships daily, or 10% of all our food ships.

Such was the situation when convoy was adopted in July of that year.

Usually they consisted of any number of ships from twelve to thirty. They were formed into three lines, each of which was half a mile distant from the other. There was a quarter of a mile between each ship, and thus a large fleet of some thirty ships would occupy a space of a mile from side to side and $2\frac{1}{4}$ miles from one end of the line to the other. This is shown on the accompanying diagram. (Page 149.)

Each was protected by a number of light craft, ranging from armed yachts to trawlers or destroyers. In fact it became a case of using any ship that could carry a gun and which had a good turn of speed to enable her to round up her flock or to dash off and depth charge or attack by gunfire any marauding submarine.

In cases where attack from surface raiders might be expected, heavier escort was provided.

The whole was under the command of a Commodore who as a general rule flew his flag in one of the merchant ships.

Naturally, a convoy is a slow moving unit as the speed has to be regulated by the fastest possible of the slowest ship, and it is a galling thing to be a member of a convoy whose speed has to be restricted because a few members cannot keep up with the rest.

Usually, naturally, convoys are organised of fast, slow or medium ships, but things do not always pan out like this.

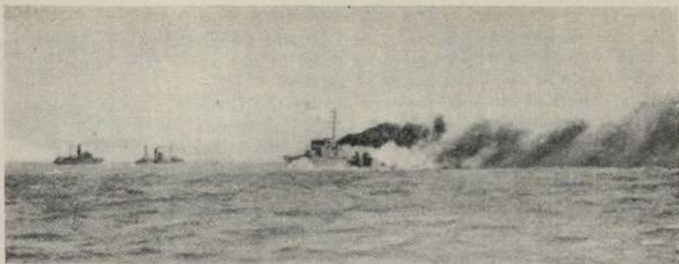
Another factor against the system is that a certain amount of time has to be lost while ships are being assembled.

Convoys have to be organised so that, perhaps at a certain point of their voyage, one portion breaks off to continue on another course.



SHELLING OF THE CHANNEL

Two pictures on the left show shells from the German guns on the a destroyer laying a smoke screen, and the last depicts the convoy



CONVOY, AUGUST, 1941

[Syrea and Shipping.

French coast bursting well clear of the ships, The third picture shows steaming out of the danger zone.

The Merchant Navy

In foggy weather the ships close up, and usually a barrel or other object is towed astern from each ship so that the disturbance in the water gives some indication to the next astern of the whereabouts of the line.

The usual speed of Atlantic convoys during the Great War was only 8 knots. Vessels of 12 knots or more usually proceeded unescorted, and so did those of a slower speed than 8—they were the lame ducks which had to take what fate might have in store for them; it was no use wasting destroyers on such laggards, however unfortunate it might be for them.

There were two classes of Mediterranean convoys, those of 12 knots and those of 7. From U.K. to Gibraltar, from Gib to Malta, thence to "Alex.", the great fleets were passed from hand to hand.

During the whole time that the system was in force, that is to say from July, 1917, to November, 1918, there were 566 homeward-bound convoys across the Western Ocean. They comprised 8,646 ships, and of these 77 were lost. This represented 0.89 per cent.

Outward-bound North Atlantic figures were 508 convoys of 7,110 ships, with a loss of 45, or 0.63 per cent.

For the same period, Scandinavian, East Coast and Mediterranean convoys numbered 85,772 ships, with a loss of 453 or 0.51 per cent.

Some 26,000,000 tons of food and 35,000,000 tons of munitions and sinews of war were carried safely across the seas.

In 1918 Great Britain purchased the whole grain crop of the Argentine, and this was brought across in 307 ships, and only one was lost.

Naturally, all the Dominion, British and Allied troops were carried to the various theatres of war under escort, and in 1914 the first convoy of Canadian troops consisted of some 50,000 men, and it was brought across in thirty-four liners at an average speed of 9 knots.

Convoy System

At the outbreak of the present war the convoy system was at once brought into being along lines prepared long beforehand. Once more the chief difficulty of protection was shortage of ships, and many have been guarded by armed merchantmen, which can never be a match for a surface raider.

The first was from Halifax (Nova Scotia), in September, 1939. The Furness liner *Nova Scotia* was flagship, and the escort was provided by two cruisers and four destroyers.

A convoy of troop transports is usually a finer sight than one made up of all sorts of ships, as it usually consists of large liners, well known in times of peace but looking strange and vast in their coats of battleship grey.

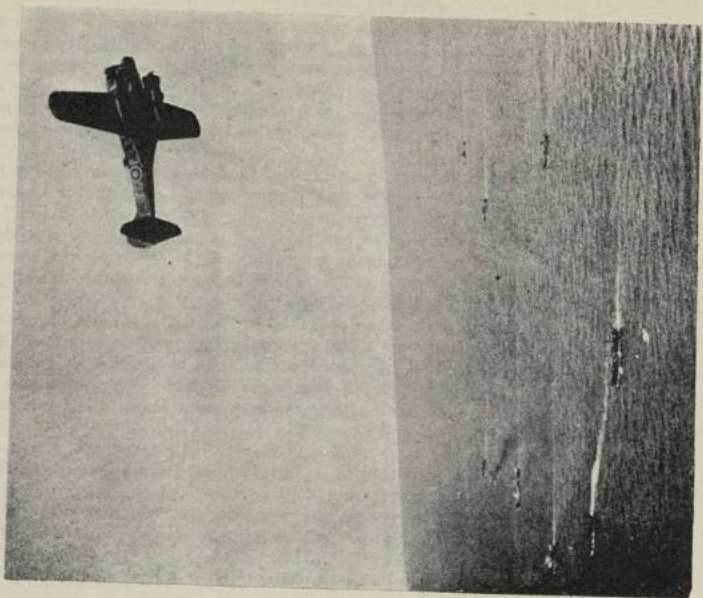
To the perils of submarine, mine and surface raider of the last war are now added those of ever-increasing aerial attack, magnetic mine, and, in the case of Channel convoys, of running the gauntlet through the Straits of Dover of the many long-range guns set up by the enemy on the coast of occupied France.

The sight of the first convoy to be thus attacked in August, 1940, was an unforgettable one, impressive in the extreme. The sea was choppy and there was a high wind, and the escort was furnished by destroyers of the modern single-funnelled type which continuously doubled back on their tracks while they poured out a dense black smoke-screen to hide their charges which went about their business unhurried and unperturbed.

The Merchant Navy passed by, and when the smoke had cleared and the guns had ceased, the little ships were seen still to be in formation and unharmed, having come unscathed through bombardment and dive-bombing attacks.

Barrage balloons are now used to protect convoys from low-flying attacks, and as the war increases in scope and fury the cry will still go up for ships and still more ships.

Convoys naturally vary in size and constitution, but the following list of ships



CONVOY

Convoy System

that escaped from the attack on the Atlantic convoy by the German surface raider in November, 1940, may be of interest. They were saved by the gallant action of their escort, H.M. armed liner *Jervis Bay*, which held off the enemy's fire and thus allowed the ships to get clear.

Ranjitiki, 16,698 tons; *Cornish City*, 5,492 tons; *St. Gobain*, 9,959 tons (Swedish tanker); *Stureholm*, 4,575 tons (Swedish); *Trefusis*, 5,299 tons; *Puck*, 1,065 tons (Polish); *Sovac*, 6,724 tons; *Erdona*, 6,207 tons; *Empire Penguin*, *James F. Maguire*, *Castillian*, 3,067 tons; *Briarwood*, 4,019 tons; *Varoy*, 1,531 tons; *Atheltemplar*, 8,949 tons (tanker); *Lancaster Castle*, 5,172 tons; *Dan-y-Bryn*, 5,117 tons; *Athel-empress*, 8,941 tons (tanker); *Oil Reliance*, 5,666 tons (tanker); *Solfonn*, 9,925 tons (Swedish tanker); *Hjalmar Wessel*, 1,742 tons; *Emile Francqui*, 5,859 tons (Belgian); *Persier*, 5,382 tons (Belgian); *Dolhi*, 4,571 tons (Swedish); *Anna Bulgari*, 4,603 tons (Greek); *Delphinula*, 8,120 tons (tanker); *Cordelia*, 8,190 tons (tanker); *Pacific Enterprise*, 6,736 tons.

British, allied and neutral, large liner, tanker and tramp all seeking safety together and protected by a former unit of the British Merchant Navy manned largely by merchant seamen.

The convoy system is the answer to attack from raiders or submarine, but it is a grave source of danger when there are insufficient escort vessels to protect the convoy. It is also certain that the ships grouped close together present a good target for attack from the air, and in the present war, at any rate in confined waters, the ships are usually strung out at long intervals and not as shown in the diagram, which was the method described for the last war.

CHAPTER XXV

His Majesty's Auxiliary Merchant Cruisers

Armed Liners

IN addition to carrying on its regular work of sea-borne trade as well as providing a tremendous amount of tonnage for trooping, ammunition transport, hospital ships and other war-time needs, the Merchant Navy furnishes a very valuable addition to the actual naval strength of the Empire.

War conditions throw a huge burden upon the Royal Navy in the shape of supplying a large number of fast ships for convoy protection and blockade work. It would be quite impossible to build sufficient numbers in peace time as it would impose a financial strain upon the country to meet a contingency which might never arise.

This is always a difficult position to face, but when it is coupled with periods of neglect such as we have witnessed in the past years of "armed peace" so that the fighting Service has been cut below the safety limit, the problem is an even more difficult one.

Again, shipowners have passed through a very lean time, and a number of fast, medium-sized ships which would have served ideally as auxiliary cruisers have had to be sent to the shipbreakers.

The question of strengthening navies in times of war has exercised the minds of Naval Staffs for many years both in this country and elsewhere.

Interest began to quicken when Atlantic liners grew in size, and when their speed brought them within the possibility of being able to act efficiently as scouting or

His Majesty's Auxiliary Merchant Cruisers

patrolling cruisers, the Admiralty began seriously to consider their possibilities. They went into the question, and laid down certain requirements as to speed and range of action. The first ship to meet these needs was the *Orient*. She was a vessel of some 5,400 tons, built by Anderson Green as the pioneer of their new fast mail service to Australia in 1878.

A body was set up to maintain direct touch with the leading shipowners, and negotiations were extended over a long period of years.

Mr. Ismay, of the White Star Line, took a very prominent part in these talks and it was eventually agreed to hold certain ships at the disposal of the Admiralty in the event of war in return for an annual "retainer".

The ships that formed the basis of this agreement were as follows, and the value placed upon them is also given.

<i>Britannic</i>	(White Star)	£130,000
<i>Germanic</i>	(White Star)	130,000
<i>Adriatic</i>	(White Star)	100,000
<i>Celtic</i>	(White Star)	100,000
<i>Etruria</i>	(Cunard)	310,000
<i>Umbria</i>	(Cunard)	301,000
<i>Aurania</i>	(Cunard)	240,000
<i>Servia</i>	(Cunard)	193,000
<i>Gallia</i>	(Cunard)	102,000

This was in 1887. Over and above this, the White Star agreed to build two fast ships, bearing in mind the Admiralty specifications, and which it was thus expected would be an improvement upon existing vessels.

These were the famous *Majestic* and *Teutonic*.

The latter was looked upon as a wonder ship not only on account of her fine

The Merchant Navy

qualities as a luxurious passenger liner, but also because, as just mentioned, she was the first auxiliary cruiser designed as such. She became almost the cynosure of the world.

She appeared at the Naval Review held at Spithead in 1889, and was visited by the Prince of Wales (afterwards King Edward VII), who made a thorough inspection of the ship. Incidentally she was also inspected by the German Emperor (William II) and it was no doubt in consequence of this that the German Admiralty began to take a quickening interest in the possibilities of this class of vessel.

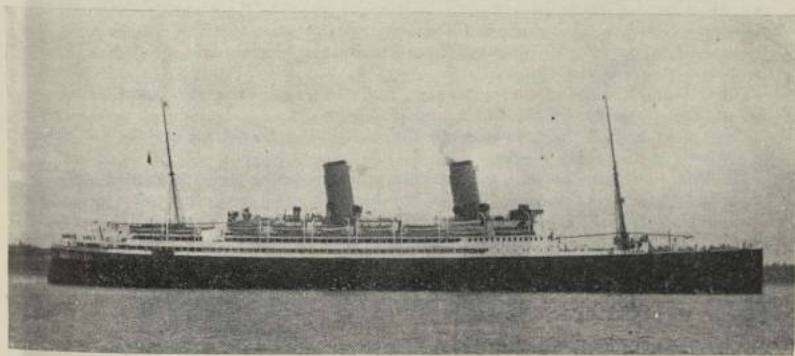
In the period between 1889 and the opening of the Great War in 1914, more and more liners were earmarked by Whitehall. The great Cunarders *Lusitania* and *Mauretania* of 1907 were built with Government help, and it was considered that they would be ideal with their great speeds, but experience soon showed that the giant ships were not the most fitted for this work on account of their vulnerability and cost of upkeep.

When war did break out it is interesting to remember that the old *Teutonic* was one of the first to be taken over.

Now an auxiliary cruiser has serious drawbacks. Her speed is a tremendous asset, as it enables her to lay by the heels many "would-be" raiders and blockade runners, but although she is strengthened to enable her to take guns and the necessary provision of magazines is all provided for, she is, on account of her merchant-ship lightness of build, quite unable to stand up to an actual enemy warship which she might possibly encounter.

Nevertheless that is not their role, and as escorts or patrols they have proved invaluable, and their need was never so great as to-day.

Six P. & O. ships were also taken up in August, 1914, and the Canadian Pacific liners *Empress of Asia* and *Empress of Russia* performed much useful work in the very early days.



"EMPRESS OF FRANCE"

Empress of France which, as the Allan liner *Alsatian*, was flagship of the famous 10th Cruiser Squadron of Great War days.

The Merchant Navy

The latter was armed with 4.7-inch guns, and remained in this capacity until early in 1916. She met the Australian cruiser *Sydney* after the latter's duel with the German cruiser *Emden*, and she took off the survivors of that ship, including Captain von Müller.

Later on she helped to capture a Turkish armed post in the Red Sea, then guarded Aden until relieved by British warships. Finally she blockaded a number of German merchant steamers in Manila.

Three famous ships of this company, built in 1891, were the beautiful clipper-bowed *Empresses of China, India and Japan*.

They were looked upon with much favour by the Naval authorities and served as cruisers in the early days.

The first encounter between two auxiliary cruisers took place in September, 1914, when the Cunarder *Carmania* fought her historic duel with the German opposite number *Cap Trafalgar*, a large unit of the Hamburg South America Company.

This took place off the Island of Trinidad (Brazil), and was a very gallant action, which resulted in the destruction of the German ship.

Many of the Orient ships did good work throughout the Great War. *Orama*, of 13,000 tons, helped to destroy the *Dresden* in March, 1915, at Juan Fernandez island.

Otranto served with Admiral Cradock, and remained in the South Atlantic until 1918 when she was sunk by collision with a P. & O. liner.

Another famous duel was in 1916 when the German raider *Greif* was intercepted by the Royal Mail ships *Alcantara* and *Andes*. The first British ship bore the brunt of the battle. She was out-gunned by her heavier rival, and the action resulted in both combatants sinking with colours flying.

It is interesting that *Arlanza* (sister ship of *Andes*) was intercepted in August, 1914, when engaged on her normal passenger duties, by the enemy armed merchant

His Majesty's Auxiliary Merchant Cruisers

cruiser *Kaiser Wilhelm der Grosse*. She was released on account of having women and children on board.

Most of the Union-Castle ships served at some time or another as hospital ships, but *Armada Castle* was an auxiliary cruiser fitted with eight 6-inch guns, and *Edinburgh Castle*, *Kinfauns Castle* and *Kildonan Castle* also acted in this capacity.

There is no space to detail more of the gallant exploits of individual ships during this period, but mention must be made of the "crowning glory", the 10TH CRUISER SQUADRON.

As soon as war broke out in August, 1914, a squadron of old cruisers was sent to take up station in far Northern waters. They did good work, but when the weather began to deteriorate, their age began to tell and they had frequently to be withdrawn for repairs and overhauls.

Consequently, in October of that year, the whole force was replaced by twenty-four large liners.

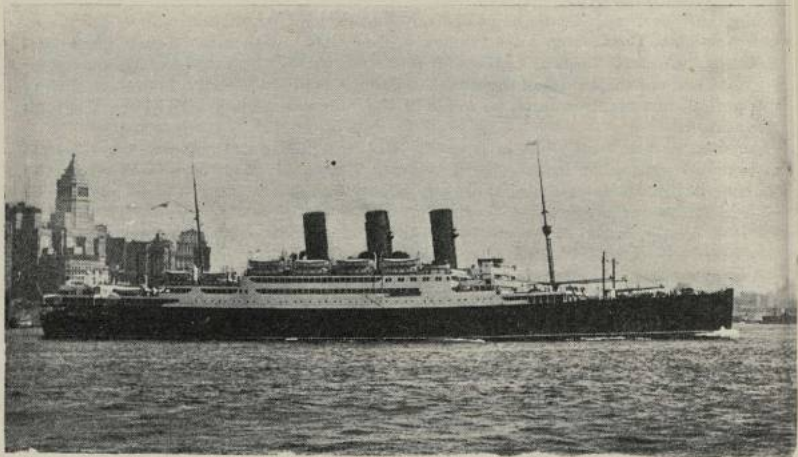
Among them was the famous *Teutonic* and the flagship was the Allan liner *Alsatian*, which was afterwards to become the popular Canadian Pacific *Empress of France*.

Liners possess the ideal qualities for maintaining a blockade, as they are fast, they are able to face bad weather and they can remain at sea for at least a month without the need for re-fuelling.

The inspiration was an unqualified success, and the famous 10th held the blockade line between Scotland and the Arctic Circle until 1917, when the entry of the United States into the war and other circumstances rendered the patrol unnecessary.

During the whole of this period the gallant merchant ships, manned for the most part by merchant seamen, held on in fair weather and in foul, in regions where it was nearly always night for the greater part of the year.

During their service they intercepted over 8,000 ships, and of these, some 1,800 were sent in to Kirkwall for further examination.



"TRANSYLVANIA"

The Anchor liner *Transylvania* which, together with her sister vessel, *Caledonia*, has been lost by enemy action while serving as an auxiliary cruiser.

His Majesty's Auxiliary Merchant Cruisers

The world rang with their name when it was allowed to be made public after the war, and to have served in the famous squadron was a privilege and a treasured memory.

So great was their fame that the Admiralty revived a 10th Cruiser Squadron on the occasion of the Jubilee Review of 1937.

Again, for the Coronation Review of his present Majesty, Whitehall paid the compliment of constituting a 10th Cruiser Squadron, although the extent of our warships did not actually justify such a numbering.

This squadron did not consist of merchant ships but of elderly "C" class cruisers, most of which were destined to be converted to convoy protection ships.

The only ships of the original 10th still afloat in September, 1939, were *Almanzora* (Royal Mail) and the former P.S.N. Co.'s *Ebro*, but this ship is now under a foreign flag.

When the second Great War broke out in September, 1939, a very large number of liners were at once taken over for service with the Royal Navy.

Usually such ships retain a very large proportion of merchant seamen, and the Master more often than not serves as Navigating Officer under a Captain of the Senior Service. The ship wears the White Ensign.

Already the veil has been lifted on occasions, although naturally much must be left "unhonoured and unsung" until peace returns.

Suddenly across the whole world flashed the word *Rawalpindi*. Operating in the Northern mists not far from those very waters immortalised by the 10th Cruiser Squadron were some British armed merchant cruisers.

Among them was the P. & O. *Rawalpindi*, a vessel of some 16,000 tons, well known to thousands of British citizens.

On December 23rd, 1939, a strange ship suddenly appeared through a rift in the prevailing mist and bad visibility. The captain of the British ship at once recognised

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her as the German armoured ship *Deutschland*, with her 11-inch guns. Built as commerce raiders, the ships of this class were ideally fitted for their work, with high speed and large guns.

Without hesitation, however, *Rawalpindi* turned to close the range and engage.

The fight was naturally hopeless from the start, and bore resemblance to the gallant action of *Coronel*, when an outclassed and out-ranged British squadron turned towards the enemy.

Soon the enemy ship found the range. *Rawalpindi's* bridge was reduced to a shambles, her guns were disabled, and she became a raging furnace. One gun only remained capable of action. It was fought to the last, and the splendid ship went down with colours flying. *Rawalpindi* remains an epic, and the world thrilled to the dramatic tale.

Many of her crew were former merchant seamen.

Alcantara, the successor of the ship mentioned earlier, had a sharp brush with a German commerce raider. She was overhauling her antagonist when she received a hit in the engine-room, causing her to fall out of the chase.

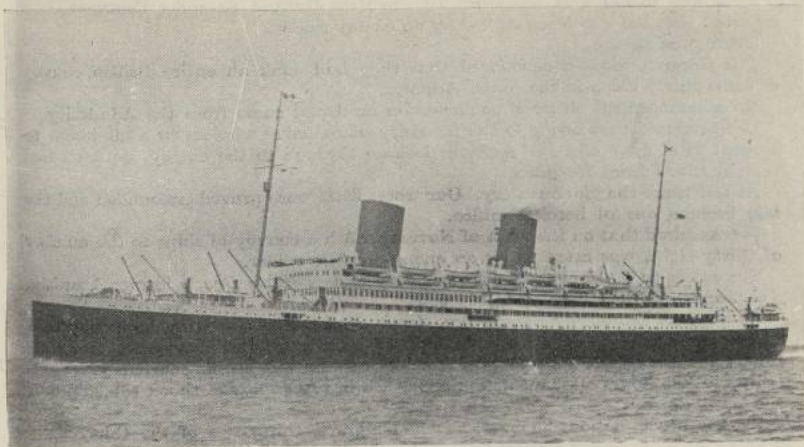
This was in July, 1940. A German raider had been operating in the South Atlantic under Swedish colours, and had already sunk the British ships *Davisian*, of 6,433 tons, and *King John*, of 5,228 tons.

Immediately on sighting the raider off the coast of Brazil, *Alcantara* engaged at about 16,000 yards. Several hits were scored, and the range was closed to 9,000 yards. The action lasted about an hour, and the enemy ship turned away and made off under cover of a smoke cloud.

The action took place off the island of Trinidad, very near the spot in which *Carmania* scored her success in 1914.

Once more the fog of war is pierced. This time in November, 1940.

Ominous news had been filtering through from various quarters.



"ASTURIAS"

The Royal Mail liner *Asturias*, normally on the South American service, has seen distinguished service in this war. Her sister, *Alcantara*, serves in the same capacity and has already had an action with a German raider.

The Merchant Navy

First the 16,000 tons *Rangitiki*, of the New Zealand Shipping Company, had reported that she was being shelled by an enemy raider.

There was silence.

The German wireless announced that they had sunk an entire British convoy of some thirty ships in the North Atlantic.

No announcement either of confirmation or denial came from the Admiralty.

It was stated that owing to the necessity of reducing wireless to a minimum to prevent vital news of ships' positions leaking through to the enemy, no news had been received from *Rangitiki*.

At last came the glorious story. Our worst fears were proved unfounded and the tale became one of heroic sacrifice.

It transpired that on the night of November 5th a convoy of ships to the number of thirty-eight, was attacked by an enemy surface raider.

The escort to the convoy was the auxiliary cruiser *Jervis Bay*, a former Aberdeen and Commonwealth liner of 14,164 tons.

As soon as the enemy opened fire, *Jervis Bay* turned towards the enemy and endeavoured to close with her in spite of her greatly inferior armament. She continued to engage after she had been mortally hit and was burning furiously.

Nearly two hours after the action opened, a heavy explosion shook the ship and she went down.

By her heroic action, however, she had allowed thirty-two of the thirty-eight ships to get clear. Some 150,000 tons of shipping arrived safely in port. Her Captain was posthumously awarded the Victoria Cross for this very gallant exploit.

More than three-fourths of her complement were members of the Merchant Navy.

No more need be added, and were the war to have ended the next day, the auxiliary cruisers would have more than justified themselves, and their deeds serve to rank with the highest traditions of the Royal Navy itself.

His Majesty's Auxiliary Merchant Cruisers

It is not only by such deeds or acts of outstanding bravery that a war is won. Never forget the hours, days, weeks and months of dreary monotony on patrol work, on convoy escort and a host of other dreary and seemingly unending tasks, fraught with all the discomforts of sea-keeping in all weathers and with all the dangers of modern warfare. By these means is victory assured.

Losses have been high in this exacting duty, and to the names of those ships already mentioned must be added *Carinthia* (Cunard), *Scotsstoun* (The Anchor liner *Caledonia*, re-named to avoid confusion with the Naval training ship), *Vandyck* (Lamport & Holt), *Andania* (Cunard), *Transylvania* (Anchor), *Orama* (Orient), *Patroclus* (Blue Funnel), and *Laurentic* (White Star).

The latter bore the name of another White Star ship which was also lost while serving in the same capacity in 1917.

The first recorded fact of a Dominion armed liner was when it was announced in September, 1940, that *Prince Robert* (Canadian National W. Indies) had captured the large German ship *Weser*.

Armed Boarding Ships

Similar to Auxiliary Cruisers are Armed Boarding Ships. These are employed by a blockading force to maintain an examination service.

Their duty is to stop all merchant shipping within their patrol area, to examine them and to search for contraband, and if necessary, to put a prize crew aboard.

They consist almost entirely of fast merchant ships, frequently of the Cross-Channel type, which are eminently suitable for riding out high seas round the coasts.

As their work is not so hazardous as that of the ocean patrols they are not equipped with such heavy guns, and they are not otherwise altered structurally as are the auxiliary cruisers.

The Merchant Navy

They are commissioned as His Majesty's ships, wear the White Ensign, and are usually commanded by an officer of the Royal Navy or of the Royal Naval Reserve, but their complement largely consists of men of the Merchant Navy.

One of the best known ships of this class to have been lost in this war is *King Orry*, of the Isle of Man Steam Packet Co.

She was lost during the evacuation of the B.E.F. from Dunkirk in June, 1940.

She had the distinction of leading the German High Fleet to surrender on November 21st, 1918, and was the only representative of the Merchant Navy to be present on that occasion.

CHAPTER XXVI

Organisations And Associations

Ministry of Shipping

MANY people have for years advocated that there should be a permanent Ministry to look after the interests of the Merchant Navy.

As things stand at present there is too much divided control and interest, and there can be no doubt whatever that the Service should be taken completely under the wing of a special Ministry.

After all it is the most vital industry in the whole Empire, and war time brings this once more home to the people.

In normal times there is the Mercantile Marine Department of the Board of Trade and, excellent as it is, it is not right that such a Service should be the care of just a section of an existing Ministry.

Naturally it is a very complicated and difficult problem, because Ministries have an unpleasant habit of becoming so tied up in red tape that anything they touch languishes and dies or else becomes a financial burden upon the State.

Heaven forbid that the great industry should be conducted by members of the Civil Service along their usual methods. Shipping is and must always be an individualist occupation, and owners must be free to develop along their own lines as much as possible.

On the other hand, British shipping has suffered in the past from too much overlapping, too much competition, and many owners have looked first to their shareholders' interests, sometimes to the detriment of the country.

The Merchant Navy

Such a state where British ships have been sold to foreigners, either to trade against us or to be broken up and returned in the shape of bombs and shells, should never be tolerated. Because a company can make an immediate profit it may in the long run become a serious loss. Vision is required as well as a sympathetic understanding of difficulties.

Any man has a right to trade where he likes and how he likes, provided that it is not against the interest of the community as a whole.

Certain shipowners in the past have been notorious at breaking agreements into which they have entered. This should not be tolerated.

Nor should the abuse of the Red Ensign be permitted. British ships must be manned by British crews paid at fair rates.

It is quite clear that some measure of control and development is essential in peace time.

The first Ministry of Shipping was set up in the last war after much waste of time and shipping owing to the inadequacies of the Liner Requisition scheme. Roughly, this scheme only took ships off their private trades as and when required for national service.

This led to much unfairness.

As a whole the Ministry functioned well.

There had been schemes on foot before the outbreak of the present war to bring into existence a Shipping Ministry from the very beginning.

The Board of Trade department automatically went over and the Ministry was set up.

From the very beginning there was a long succession of blunders and mistakes. The needs and interests of the shipowners were entirely disregarded. Professional advice was either not sought, or if sought, was rarely, if ever, acted upon.

Ships were sent out of the country empty at a time when every inch of space

Organisations and Associations

should have been utilised. Other vessels were employed on trades for which they were not suited.

It is too long to give an account of all the errors and omissions that have been perpetrated.

The present Minister of Shipping (April, 1941) seems to have a much sounder grip of the position, and the future is much more hopeful than at any time.

Towards the end of 1940 the coastal shipping also came under the control of the Ministry and a much neglected and most vital section of the industry may now get a square deal.

What will happen at the end of the war remains to be seen, but if British shipping is ever allowed to fall into the same state again, the nation will have no one to blame but itself if it ceases to be a first-class power.

National Maritime Board

The National Maritime Board is in effect the Whitley Council of the shipping industry, and provides the machinery for arbitration in all cases arising over conditions in the Service.

It was originally set up in the Great War by the Ministry of Shipping, but it proved so successful that in 1920 it was agreed to continue it in a slightly different form. The Government in peace time now has no share in its work.

It is divided into separate panels representing Navigating Officers, Engineer Officers, Seamen and Firemen and the Catering Departments, and on each there is equal representation of shipowners and employees.

It is thus a meeting ground for Shipowners, Officers' Organisations, and the National Union of Seamen. It regulates the rates of pay and of supplies of sea-going personnel.

The Merchant Navy

Its agreements cover a wide range on such matters as pay, hours of duty, manning, officers' leave and travelling expenses.

In 1936 it established a complete new set of agreements governing the hours of duty of ratings, and in the following years it founded the Merchant Navy Officers' Pension Fund.

It has always proved a model of the co-operation and goodwill that can be achieved in industrial affairs.

The manning question is organised under its auspices, and it was during the late war that a system was introduced under which seamen were engaged through a central organisation. After the war the Shipping Federation and the National Union of Seamen agreed to continue the scheme, which goes by the name of the "Joint Supply System".

The Shipping Federation

This is the federation of shipowners of Britain and is the national organisation dealing with personnel questions affecting officers and men.

During the late 'eighties of the last century seamen began to organise to enforce new working conditions.

The shipowners realised that they must present an equally combined front, and so in 1890 the Shipping Federation was formed.

Its first aim was to fight the Seamen's Union, and it must be admitted that there was much unnecessary bitter feeling on both sides, but this gradually gave way to a toleration, although there was a reluctance to come together.

Eventually each realised that there was much to be said for both points of view, and it is true to say that there has been no industry in which less friction has occurred in recent years. Seamen, as a rule, are broader minded than their colleagues ashore, and things have gone well.

Organisations and Associations

The work of the Federation may be classified in three broad divisions;

1. Industrial regulations and employment conditions throughout the Merchant Navy.
2. Providing and training of personnel.
3. Organisation to provide a daily and continuous service to shipowners.

In 1909 it was largely responsible for the formation of the International Shipping Federation.

More and more in recent years it has co-operated to foster the Service spirit, and to see that the best type of youth is trained both as ratings and cadets.

Since 1903 it has provided facilities for cadets or apprentices, and most who entered the Service other than through the training ships did so under its auspices.

In 1937 the Merchant Navy Officers' Training Board was constituted, and under this all the leading shipowners agreed to conform to a uniform system of entry and training. Half the members are supplied by the Shipping Federation and the remainder by the Board of Trade, Officers' Societies, Navigation Schools and Board of Education.

Another great feature of its work is the maintenance of the Gravesend Sea School which is described fully elsewhere. In twenty years it trained over 15,000 boys.

It also maintains cookery schools at Cardiff, Glasgow, Hull and South Shields.

It has, since 1937, instituted many reforms, and is more than pulling its weight in keeping abreast of modern demands.

Its daily work consists in the supplying of crews and arranging for their medical examination. It is carried out in conjunction with the National Union of Seamen.

The Merchant Navy

It helped to ensure that Merchant Navy officers received adequate training for defence and that seamen had training in gunnery.

During the evacuation of Dunkirk it played a great part in providing volunteers at short notice, and the history of the Federation is an epitome of the history and development of industrial relations in this country.

Honourable Company of Master Mariners

Founded: 1926.

Incorporated by Royal Charter: 1930.

Granted Livery by the Aldermen of the City of London: 1932.

The incorporation of the Company of Master Mariners in June, 1926, aroused extraordinary enthusiasm in the Merchant Navy, which had long looked for the creation of such a body to look after its welfare generally and to improve the status of its members on every possible occasion.

Every other important Craft in the country was, and had been for centuries, represented by Livery Company, Craft Guild or Institution.

Although during the Great War years it was frequently stated by public men that our debt to the merchant seamen was so great that it could never be paid, it was felt that with the coming of peace this seemed likely to be forgotten.

The Master Mariner had no officially constituted body to represent him in the life of the nation. Much preliminary work was done by Sir Burton Chadwick, and a hundred leading merchant seamen banded themselves together to remedy this omission. This original hundred formed the Foundation Council of the Company, and were all men who had started as ship's boys and brought up in the hard school of the sailing ship.

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All had won distinction, and a large proportion had been decorated for their services. It had the cordial support of the Committee of Lloyd's, which invited members to make use of the famous Captain's Room whenever they wished.

It met with the approval of the Sovereign, and the position was made secure for all time when the Prince of Wales became the Master of the Company.

On November 3rd, 1932, with full civic pomp the Honourable Company of Master Mariners, in the person of its first Master, received from the Court of Aldermen of the City of London the grant of Livery.

The occasion was exceptional for several reasons: it was the first time that a Prince of Wales had assisted in the proceedings of the Court of Aldermen, it was the first time on record that a Prince of Wales, as Master of a City Company, has attended to receive a grant, and it was the first time for over 200 years that a new Company had been formed.

The number of the Livery was limited to 200 at any time.

Any Master Mariner of British nationality is eligible for admission providing that he holds, and has held, a Master's certificate for not less than five years.

Below is a résumé of the principal objects of the Company.

1. To provide a central body, representative of and representing the senior officers of the Merchant Navy on all occasions and in all matters and things affecting the Service.
2. To admit to membership only those who have a high record, and who have, by high example, upheld the best traditions and who will encourage and maintain a high honourable standard both of practical proficiency, and of professional conduct in the officers of the Merchant Navy.
3. To promote and maintain in all respects efficient and friendly co-operation between the Merchant Navy and the Royal Navy.

The Merchant Navy

4. To collect and distribute all statistics and information relating to the Service.
5. To provide a body of experienced seamen to give advice on, or act as members, etc., before Royal Commissions, Courts of Enquiry, and to be available for advice on questions affecting the Service.
6. To provide facilities for discussion and study affecting the Merchant Navy, nautical profession, etc.
7. To encourage and develop the education, training and qualification of young seamen, cadets and apprentices, and to draw to the Service the best type of British boy.
8. To found or endow Professorships, Fellowships, etc., in Training Ships or other places of instruction.

9. To provide in whole or in part for the education of the children of Master Mariners.

10. To provide in whole or in part for the salary, maintenance, superannuation or pensioning of any necessitous Master Mariners or their dependants or servants of the Company or other dependants.

His Majesty King George VI assumed the position of Admiral of the Honourable Company, when he came to the throne.

Master Mariners' Clubs.

There are clubs of Master Mariners in various ports of the Empire such as the Southampton Master Mariners' Club



MASTER MARINERS COMPANY

Organisations and Associations

(Cachalots). At these, social and professional gatherings are held, and there are frequent interesting discussions and talks at which a Royal Navy officer is often present to discuss matters of mutual interest.

These bodies occasionally present requests or petitions to the Honourable Company. For instance, in 1939, they petitioned for the right of merchant vessels to fly the Union Jack. This was not supported by the Company as it considered that the Red Ensign was sufficient.

In the same year they petitioned that His Majesty should travel home from Canada under the Red Ensign. This received the full backing of the Company, and the request was passed on to the King, who readily acceded to it.

The Officers' (Merchant Navy) Federation

It is probably true to say that this unique organisation has done more to bring about unity and to raise the conditions and status of navigating and engineer officers of the British Merchant Navy than any other one body.

In all other walks of life there are frequently many excellent institutions and concerns all doing good work, but as often weakening their efforts by overlapping and consequent expenditure, which could be avoided if only they would combine to form a united front.

Such was the case with bodies existing with the object of furthering the interests of merchant seamen until the Officers' Federation came along.

It is necessary to go back a little way until shortly after the Great War. In 1921 an Insurance Company was incorporated solely for the purpose of insuring navigating and engineering officers against the suspension or cancellation of their Board of Trade Certificates.

This company proved such a success that it soon became almost an "Inquiry Bureau", and was asked by officers to advise them on a multiplicity of professional matters as well as on private difficulties.

The Merchant Navy

Legal advice was provided to deal with cases of wrongful dismissal and similar events, and gradually a Service Department was evolved which in turn came to be recognised by Government departments as a kind of protective association.

The Service spirit and purpose crept in, and policy holders more often than not referred to themselves as "Members".

The sphere opening up became so apparent that in 1925 the Directors saw that a great opportunity presented itself of forming a really representative body. Two years later one of the Directors, at his own expense, bought in the bulk of the shares of the Insurance Company and placed them in trust on behalf of the policy-holders, thus becoming virtually a co-operative organisation.

In 1928, therefore, the Officers' (Merchant Navy) Federation was established, and was modelled on the same lines as the Shipping Federation, which had existed since 1890 and through which the various Shipowners' Societies function on matters regarding personnel.

The unique feature is that the Federation is not working for profit but solely for the benefit of officers.

Soon it set to work to bring into the Federation many other similar organisations, and it now comprises nine distinct societies, and represents over 21,000 British Captains, Navigators, Engineers and Radio officers all over the world.

Its success was immediate, and after much opposition it was elected to membership of the National Maritime Board in 1935.

It organised a petition in 1933 urging Parliament to order a Public Inquiry into the whole conditions prevailing throughout the Service, but it has always in the past been difficult to rouse any interest in the general public, or Parliament, regarding this Service.

Some shipowners have always been stubborn and have refused to enter into any negotiation for the betterment of conditions, as described in another chapter, and it

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became clear that in spite of genuine attempts throughout the years to induce them to work with their officers rather than against them, some form of authority was necessary to make them realise, not only their folly, but also their injustice.

Accordingly, after very serious consideration, and possibly some reluctance to go to such lengths, it was decided to inaugurate the Navigators' and Engineer Officers' Union. This was in 1936.

Unfortunately war came again before the full objects of the Federation could be realised, but much was done during the last few years before that catastrophe to improve the conditions all round.

Briefly the aims may be stated as including: increased remuneration, well-organised and regular leave system, sound contributory pension scheme, control over entry and training of officers, employment only of British officers in British ships, and generally to obtain an assured professional standing for officers, commensurate with the admitted national importance and value of their services to the nation and to the industry.

Some of these objects have been partially secured (notably in the introduction of the Merchant Navy Officers' Pension Fund, successfully urged by the Officers' Federation), as well as the abolition of the two-watch system in ships over 2,000 tons, but much remains to be done.

The societies at present comprising the Federation are:

- The Navigators' & General Insurance Co., Ltd. (Great Britain).
- The Auckland (N.Z.) Merchant Service Guild.
- The China Coast Officers' Guild.
- The Marine Engineers' Guild of China.
- The Merchant Service Guild of Australasia.
- The Straits Merchant Service Guild.
- The Wellington (N.Z.) Merchant Service Guild.

In November, 1940, the Federation opened a Members' Room at Headquarters for British and Allied Merchant Officers. It was officially opened by the Minister of

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Shipping, and filled a great need on account of the invasion of so many maritime countries by the German forces.

Not only did it provide a meeting place, but the Federation also placed at the disposal of Allied officers their services on all matters of professional problems.

One more proof of the vision of this Federation was its provision in another part of the country, of duplicate files and records against the possible destruction, by enemy action, of the originals at the head office in London.

The Mercantile Marine Service Association

A very worthy body incorporated in 1863 with a view to improving the status and conditions of the Merchant Service as it then was.

It worked for improved pay, more leave, healthier conditions and general regulations of service.

It helped financially in hard cases, and generally carried on the work now carried on by the Officers' (Merchant Navy) Federation.

The M.M.S.A. is also the governing body for H.M.S. *Conway*, the training ship for officers, in the Mersey.

Merged with this organisation is the *Imperial Merchant Service Guild* whose activities and aims were almost identical.

Salt Spray is a quarterly publication issued by the Mercantile Marine Service Association.

Lloyd's

The Corporation of Lloyd's is known all over the world as the home of marine insurance, but its direct connections with the Merchant Navy and its ships is not perhaps so widely acknowledged.

In the eighteenth century it was the custom of many sea captains to foregather at

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a café and eating house in the City of London kept by Edward Lloyd. Business was transacted, a daily news sheet was published giving the position and movements of ships, and the first marine insurance policy was drawn up. Thus began *Lloyd's List*, which has been published daily ever since (Sundays excepted), and which gives the movements of British ships, the loading and discharging and news of general interest to marine insurance and shippers.

The business grew, and was transferred to the Royal Exchange, where it remained until moving to its magnificent new building in Leadenhall Street.

The restaurant attached to the "Room" as the gathering-place of brokers and underwriters has always been known, was thrown open to those associated with Lloyd's as well as to sea Captains, and ever since that period it has gone by the name of the "Captain's Room".

Before the days of wireless, Lloyd's maintained a large number of signal stations round the British coasts, and at places abroad, where the movements of all vessels were reported to London. There are still a number retained, but their need has diminished.

The Intelligence Department at Lloyd's receives news from all over the world of the movements of all ships. These are written up for record. All casualties are written out and displayed in a prominent position for all to see. All total losses are further recorded elsewhere. In this way for many years back the exact movement of all ships may be traced.

In addition to *Lloyd's List* there is published daily a publication called *Lloyd's Daily Index*, in which is printed nothing but the latest movements, as received by the Intelligence Department, of all ships; in other words, this is a duplication of the records just mentioned.

When the Company of Master Mariners was formed the Committee of Lloyd's gave it their cordial support, and once again invited members to make use of the Captain's Room whenever they so desired.

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Deeds of exceptional heroism performed by merchant seamen are frequently rewarded by the presentation of Lloyd's Medal.

This is frequently known as the Victoria Cross of the Sea.

In December, 1940, the Corporation announced the institution of a new medal to be known as "Lloyd's War Medal for Bravery at Sea", and to be bestowed on officers and men of the Merchant Navy and Fishing Fleet for exceptional gallantry at sea in time of war. It ranks with the other Lloyd's Medal for saving life at sea.

Part and parcel of the organisation and yet an individual body is *Lloyd's Register of Shipping*.

Most of the merchant ships of the world are built to conform to certain requirements set out by *Lloyd's Register*. Strength and seaworthiness form the basis of these needs. During construction, surveyors from the organisation pay visits of inspection to see that these standards are adhered to, and surveys at certain intervals are required during the vessel's life.

When a certificate has been granted, the ship is entered in the voluminous *Register* book which is issued annually, and which contains all dimensional and constructional details of the ships, with their year and place of building, etc., together with the "class" accorded them by the surveyor.

In this wonderful book are lists of dry docks, graving docks, port facilities and so on, and there is a separate volume for small craft.

Many other publications are issued, and the above only gives an outline of the activities of Lloyd's and the *Register*, but it is sufficient to show the close connection existing over many years between them and the merchant ships.

The British Ship Adoption Society

This admirable organisation owns its origin to the London ship-owning firm of Watts, Watts & Co. A member of the firm which had on many occasions in the past

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contributed to or inaugurated schemes for the training and welfare of merchant seamen, suggested an experiment in 1934 of allowing four of their ships to be "adopted" by two elementary and two secondary schools.

The scheme immediately received the voluntary co-operation of schoolmasters.

The idea was at first that the captains of the ships should correspond with the schools, and the teachers would supervise letters and questions of the boys. After a time the ships' officers and crews all joined in the exchange of letters.

A chain of friendship was built up between seamen and school children by which the latter learnt much of the duties of the men and a much greater knowledge of shipping, cargoes and geography. In addition they learnt to provide for the comforts and needs of the seamen.

The practical side to the children is very great, and as well as providing an excellent knowledge of the conditions that govern trade and the movement of ships, it provides it in a congenial manner.

The owners advise the schools (in peace-time) of the movements of the ship which they have adopted, and in due course the captain describes the voyage, cargo, weather, ports of call and the people.

The movement attracted much attention, and thrived from the start, so that the organisers felt that it should be made wider known. Consequently the co-operation of many other shipping companies was invited, and the British Ship Adoption Society was formed in 1936 as a central link to co-ordinate the work.

It promotes a bond between the boys and girls of our schools with the officers and men of the merchant ships, and at present there are over 700 ships and schools linked in this way.



BRITISH SHIP
ADOPTION SOCIETY

The Merchant Navy

Visits are exchanged whenever the ship is in a convenient port. Selected children visit the ship and see the officers and crew at work and in return these become the guests of the school. Photographs and souvenirs are exchanged.

The enthusiasm is very great in the schools, and maps are studied with interest and drawn to indicate the positions of the ships; models are made and questions of all kinds put and answered.

When war broke out the Society had necessarily to curtail much of its activity, and it was felt that although the ships that had been adopted would receive gifts and comforts from their "links" ashore, there was need for a greater effort, and so it established the Merchant Navy Comfort's Service. This has headquarters at Little Canfield, near Dunmow, Essex, and is now conducted as a separate entity. It has received the thanks of both British and Allied Governments.

National Union of Seamen

The opening in July, 1940, of the splendid Maritime House at Clapham, was naturally somewhat overshadowed by the spectre of war, and it thus failed to receive much of the publicity which it would otherwise have merited.

It marked a stage in the history of this great organisation, which has done so much for the betterment of conditions of service of British Merchant seamen.

It was in 1887 that the inaugural meeting was held in Sunderland, and the struggles and difficulties which it had to encounter are too long to be related here. Not only did it receive open hostility from most of the shipowners, but it also had to fight down the traditional conservatism of the seamen themselves.

In 1889 it was able, however, to organise the first national conference of seamen ever held, but by 1894 it was almost on its beam ends and the organisers worked under the most difficult and heartbreaking conditions, keeping the body afloat by their own financial and personal efforts. It had to cope with difficulties not encountered

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by other groups of workers, in so much as attempting to organize a world-wide community whose members paid only periodical or fleeting visits home, was an exceptionally difficult task.

Reorganisation began in 1895, and in that year it represented 6,000 members. Both in and out of Parliament, its leader pleaded the cause which he had so much at heart.

In 1906 the new Merchant Shipping Act established for the first time a statutory Provision scale and accident compensation, and opened the eyes of the seamen to the value of Trade Union representation as a bargaining organisation between themselves and shipowners.

By the time war broke out in 1914 the National Union represented some 55,000 men. Its activities were greatly expanded during the conflict and at its close its membership had risen to 80,000.

The aftermath of war brought grievous hardships to the merchant seamen as was inevitable when ships were laid up by the hundreds, and it is to the everlasting credit of the great Union that it took a leading part in establishing the era of better relations between Unions and Employers' organisations, which, in the case of the National Union of Seamen, has happily lasted until this day.

Both Capital and Labour realised, after travelling a hard road, that by co-operation and goodwill on both sides, mutual trust and confidence could be built up in an industry to the benefit of all concerned, and nothing could be more fitting than that the seamen once again led the way.



NATIONAL UNION OF SEAMEN

CHAPTER XXVII

Liners

"Some damned liner's lights go by like a grand hotel."

"The monstrous nine-decked city goes to sea."

THE term "liner" is now taken to indicate a large fast passenger ship. Originally the word meant a ship employed on a regular service instead of being a tramp which went anywhere at any time.

Although the original meaning still holds to the extent that most of the vessels under this heading still do certainly run on regular lines at stated intervals there are some which do not. For instance, some of the cruising ships cannot strictly come within this category, but no one would hesitate to call them liners.

Loosely speaking, a liner is a well-found ship with a service speed of $16\frac{1}{2}$ knots, or more.

Into this group come all the large well-known passenger-carrying vessels, and they are engaged principally on the North Atlantic, South Atlantic, South African, Pacific runs, and those east of Suez.

Fifty per cent of the total British liner tonnage is employed on the Western Ocean, and the ships are the largest and fastest in the world.

On the mail, passenger and cargo service to the United States the ships range from about 20,000 to 88,000 tons, and on the Canadian service some of the ships are of about 13,000 tons, and they range up to the 20,000 or so of the Canadian

Some Principal Types of Merchant Ships

Pacific "Duchesses". Until the loss of *Empress of Britain* in 1940, the flagship of this fleet, the top limit was over 42,000 tons.

The former White Star was represented by two large cabin-class motor vessels of some 27/28,000 tons.

Royal Mail liners up to 23,000 tons conduct the mail and passenger service to the east coast of South America, and 15,000-ton ships of the sister company, Pacific Steam Navigation Co., look after affairs through Panama to the west coast.

Blue Star refrigerated and passenger ships also run to the east coast.

To South Africa run the lovely motor liners up to 27,000 tons belonging to the Union Castle Line.

East of Suez is served by a wide range of shipping. The number of vessels is approximately the same as that engaged on the North Atlantic but the tonnage is only half, principally owing to the restrictions imposed by the Suez Canal.

P. & O. take pride of place to India, Ceylon, Straits, China, Japan and Australia with ships up to 25,000 tons.

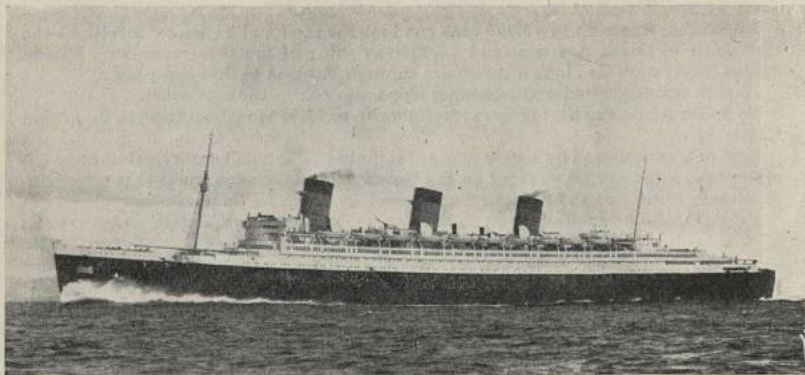
The Orient Company has long been recognised as leader to Australia, and has ships averaging over 20,000 tons.

British India liners run services to east coast ports of Africa and many services round the Indian coasts.

The trans-Pacific lines are carried on by Canadian Pacific "Empresses", and by the green-painted ships of the Union Steam Ship Company of New Zealand.

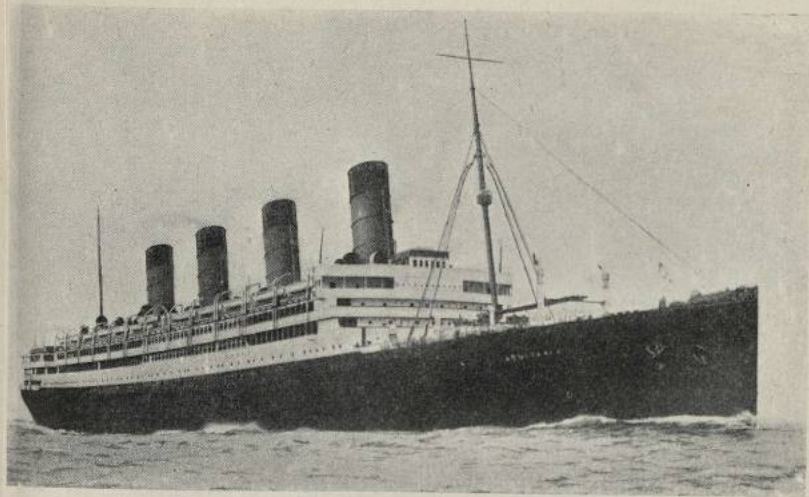
Unfortunately this is a service which has long been subject to tremendous foreign competition by subsidised Lines, and in spite of repeated assurances of speedy assistance from the British Government, the all-red route is in very grave danger of being completely blotted out.

These eastern liners have all the lines and beauty of the giants without their great speed.



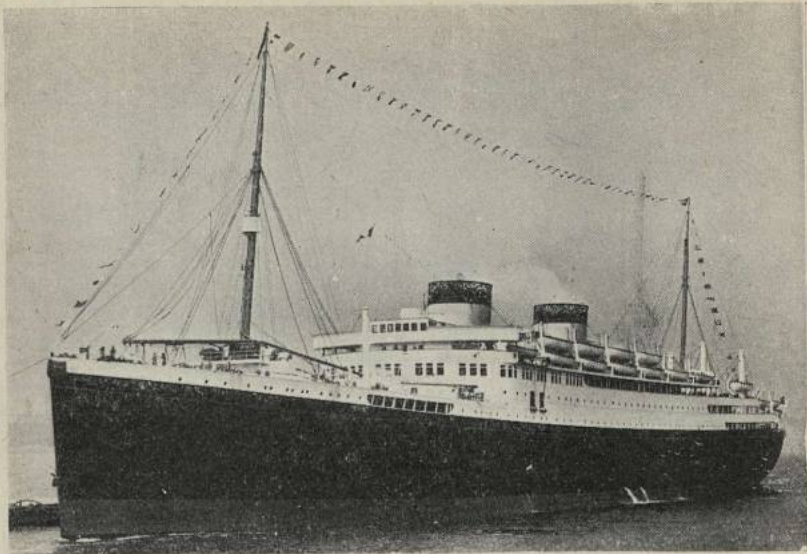
"QUEEN MARY"

Queen Mary, the Blue-Riband holder and the largest British ship in commission at the outbreak of the present war.



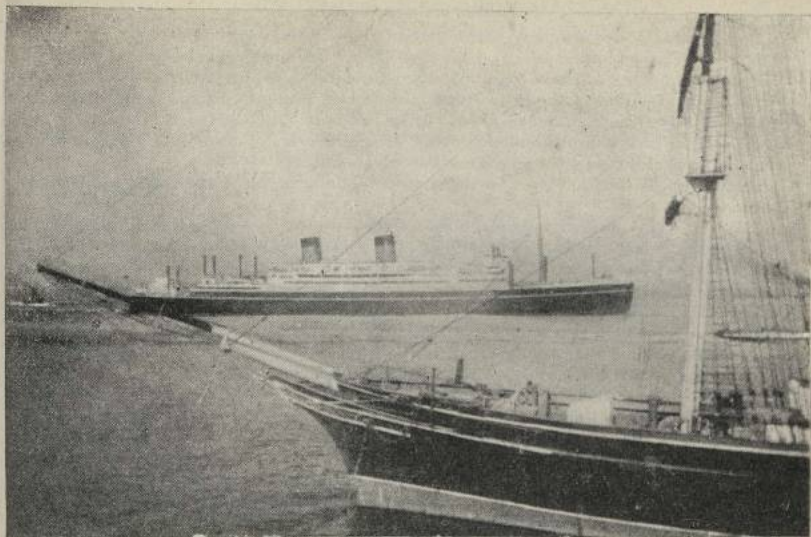
"AQUITANIA"

The lovely *Aquitania* of the Cunard White Star, the only four-funnelled liner left afloat.



"GEORGIC"

Georgic, of the Cunard White Star, is a cabin-class ship and one of the largest British motor liners.



"DOMINION MONARCH"

A distant view of the Shaw Savill 27,000 tons motor liner *Dominion Monarch*, the largest vessel trading to New Zealand. She is seen passing *Cutty Sark* on an outward voyage.

The Merchant Navy

As a general guide it might be taken that all liners in these groups having a speed of 18 knots or over are turbine driven, while those below favour the turbo-electric or diesel.

Builders of some of these great ships are Harland & Wolff, John Brown, Vickers-Armstrong, Alexander Stephen, Swan, Hunter & Wigham Richardson, Hawthorn Leslie, Barclay Curle, Cammel Laird, Lithgows and William Denny. Some of the ships still in service were built by firms which now unfortunately no longer exist, such as Fairfield, Beardmore, Caird & Workman Clarke.

Britain holds premier place in ownership of liner tonnage both in numbers and performance.

The wonderful network has been built up since the earliest days of steam, and ships considered the last word only a decade ago have been replaced by others more palatial still. Comfort has increased beyond all belief, and fortunately from the appearance point of view British owners have not gone in too much for the craze of streamlining.

The liner, "she's a Lady", and a very beautiful one too, and there is no more lovely sight than a modern British liner whether she be the 88,000-ton *Queen Elizabeth* or the turbo-electric *Viceroy of India*.

"Straths", "Empresses" or "Castles" make an irresistible appeal.

Some Facts About a Giant Liner

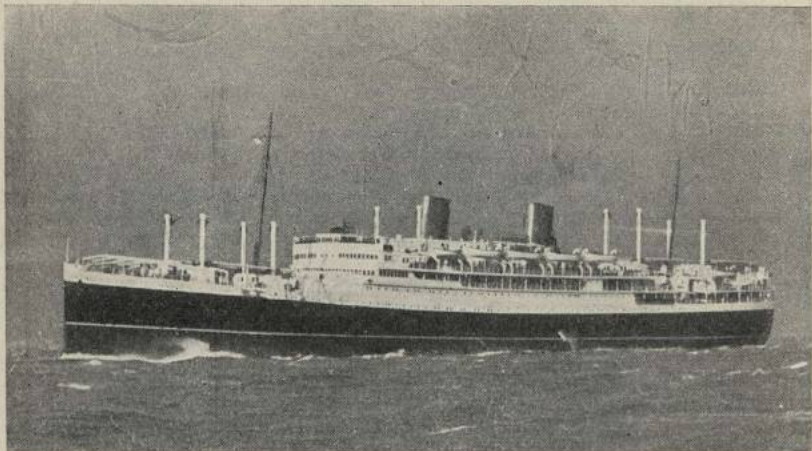
It is not possible in this little book to give detailed figures of all types of ships, nor does it exactly come within its scope, but a few facts concerning one of the very largest ships in the world may be of interest, and some idea can be gained of the requirements for ships of smaller size.

Naturally a ship, however luxurious, whose run is one of only five or six days, is easier to provision in some ways than a liner engaged, say, on the Australian service. Much depends upon the state of luxury demanded and upon the numbers of passengers and crew carried.

Some Principal Types of Merchant Ships

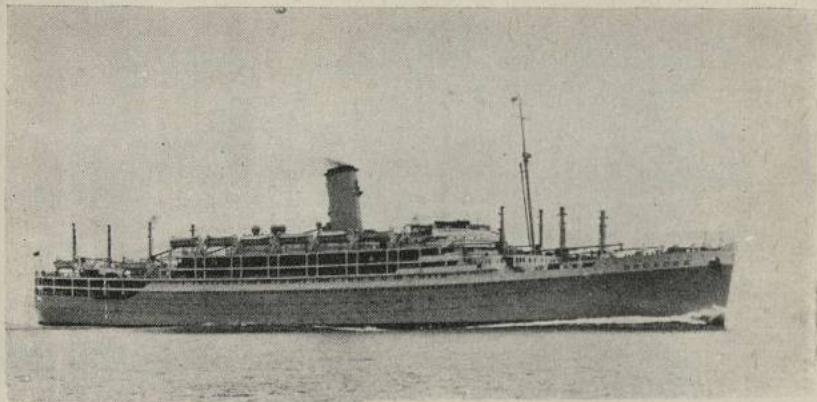
Some dimensions of Cunard White Star liner *Queen Mary*:

<i>Gross tonnage.</i>	81,235.
<i>Net tonnage.</i>	34,120.
<i>Displacement tonnage.</i>	90,000.
<i>Dimensions.</i>	975 feet between perpendiculars; 1,020 feet overall. 38 feet 10 inches draught.
<i>Funnels.</i>	100 feet circumference. Keel to top of first funnel, 180 feet, equal to height from road to the clock face of Big Ben.
<i>Masts.</i>	234 feet from keel to main-truck.
<i>Machinery.</i>	16 steam turbines, driving quadruple screws; oil fuel; 200,000 shaft horse power; 24 Yarrow water-tube boilers. Average speed of about 31 knots. (Working pressure of 400 lbs. per square inch.) Fuel capacity: 6,300 tons of oil.
<i>Accommodation.</i>	Some 2,100 passengers and 1,100 officers and crew. Garage for 36 cars.
<i>Odls and ends.</i>	She is double-hulled, and is divided into 158 watertight compartments. Her 180-ton steering-gear is three times the weight of any previously built in Great Britain. Boilers consume some 4,000,000 gallons of fresh water daily. 257,000 blades to turbines. Each screw weighs some 35 tons, and is cast of manganese bronze. Enough electric power to serve a town of 150,000 inhabitants. 10,000 kilowatts an hour. 30,000 electric lamps and 325 miles of electric cable.



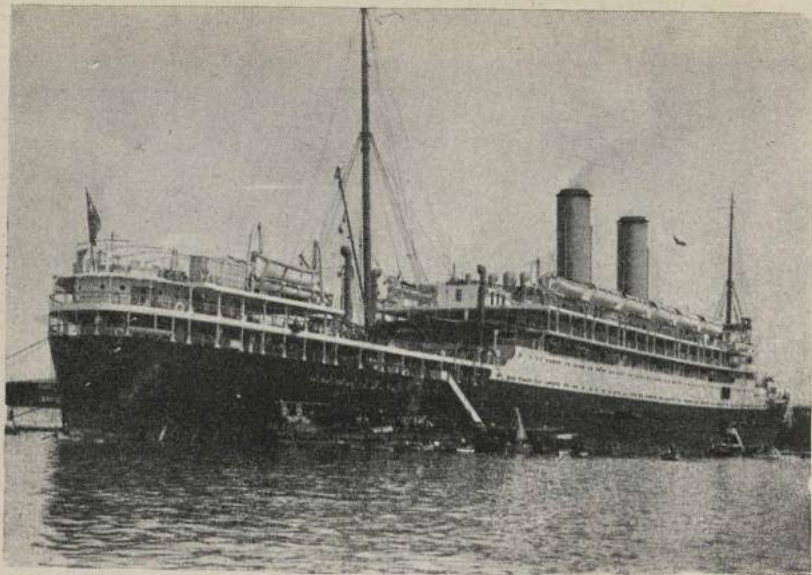
"RANGITANE"

A 16,700 ton motor liner of the New Zealand Shipping Co, *Rangitane* had two sister ships, but unfortunately one has been lost by enemy action.



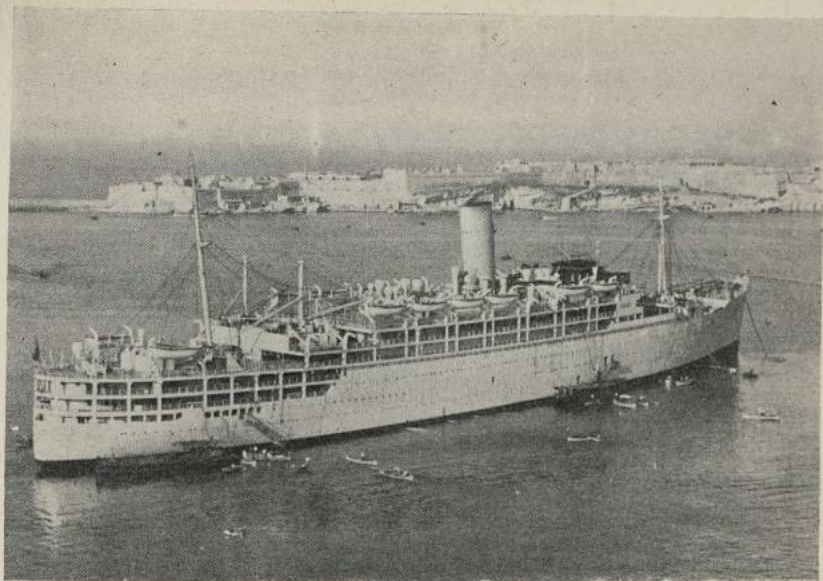
"ORCADES"

Orcades, the latest liner of the Orient Company to Australia. Her hull is cream painted. *Orion* is very similar but has a shorter funnel.



"ORONSAY"

Oronsay, one of five similar ships of about 20,000 tons built to replace tonnage lost after the last war.



"STRATHEDEN"

Stratheden, of the P. & O., is one of three similar ships of the P. & O. Company engaged in the Australia run and on cruising.

The Merchant Navy

10,000,000 rivets in hull alone.

24 motor-driven lifeboats each holding 145 people.

500 internal stateroom telephones.

Provisions. Some 50,000 meals are served on every Atlantic crossing.

To provide all these meals, some of them running to six or seven courses, as well as to furnish a full restaurant service, a vast quantity of provisions is required. A complete list would be boring and unnecessary, but some idea should be given of a few of the principal items.

20 tons fresh meat, 20 tons of fish, 4,000 poultry, 30 tons potatoes, 40,000 pounds of fresh vegetables, 2,000 pounds of cheese, 3 tons butter, 10,000 pounds of sugar, 4,000 pounds of coffee and tea, 70,000 eggs, 600 crates of apples and oranges, 80 boxes of peaches, 4,000 gallons of milk, 10,000 bottles of wines, 40,000 bottles of beer and 60,000 bottles of mineral waters.

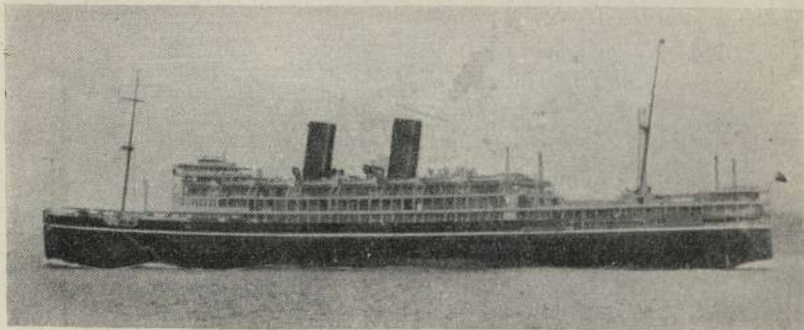
In addition to this come all the luxuries, seasonings, sauces, spices, condiments and flour for bread and cake making.

There are in a giant liner some 100,000 pieces of earthenware, 26,000 pieces of silver plate and 100,000 articles of linen.

Quick Turns Round. It is obvious that the shorter the length of time spent in port, the more are the earnings of the ship. In the height of the season the rush is tremendous, and a much greater strain is placed on the crew than should be expected.

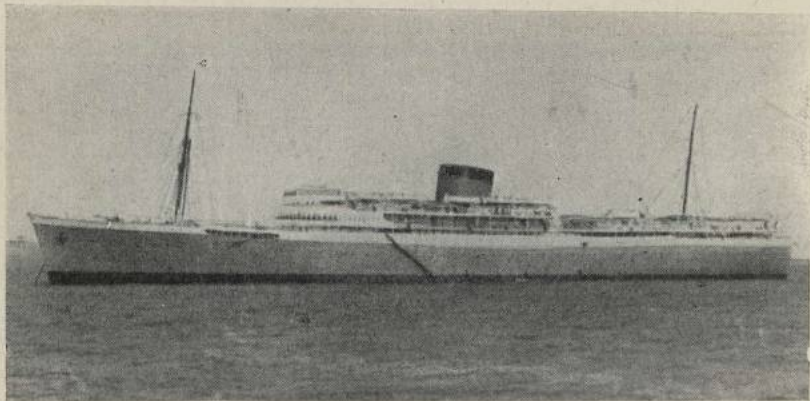
Sometimes a giant liner is only in port for fourteen hours, and during this time passengers have to be cleared, baggage and cargo removed and crew paid off.

The ship has to be re-fuelled and re-provisioned with all the goods mentioned above in addition to much else such as note-paper for the lounges and library books replenished.



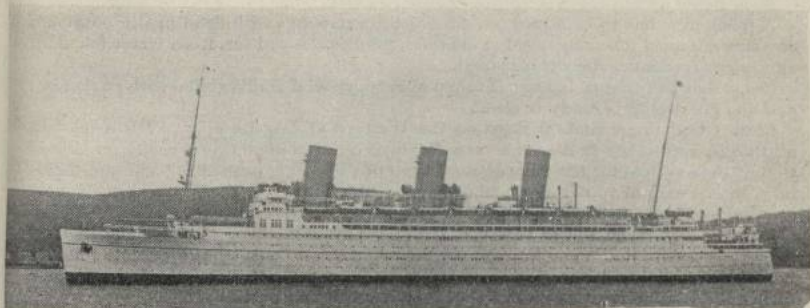
"VICEROY OF INDIA"

The beautiful *Viceroy of India* is a typical P. & O. engaged on the Indian service. She was one of the first large turbo-electric ships.



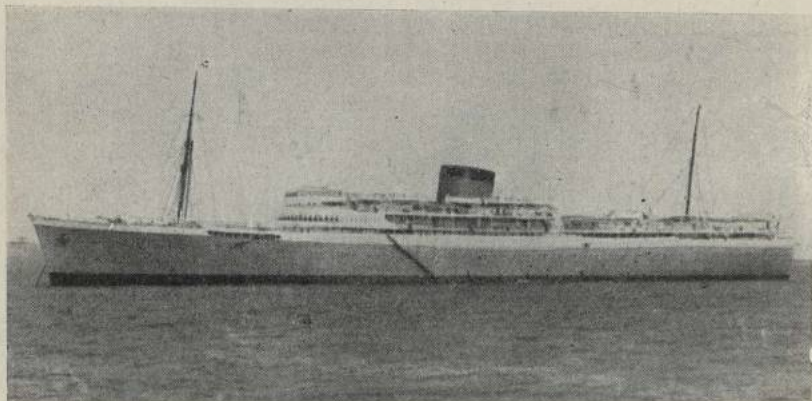
"STIRLING CASTLE"

Stirling Castle, of the Union-Castle, is a typical representative of the motor liners now employed on the fast run to the Cape.



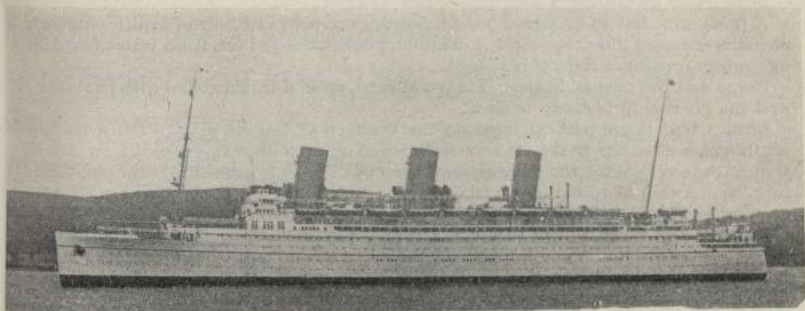
"EMPRESS OF JAPAN"

Empress of Japan holds the Blue Riband of the Pacific and is a smaller edition of the Canadian Pacific *Empress of Britain* which was lost in November 1940.



"STIRLING CASTLE"

Stirling Castle, of the Union-Castle, is a typical representative of the motor liners now employed on the fast run to the Cape.



"EMPRESS OF JAPAN"

Empress of Japan holds the Blue Riband of the Pacific and is a smaller edition of the Canadian Pacific *Empress of Britain* which was lost in November 1940.

The Merchant Navy

Every article of linen has to be renewed and tallied. All utensils have to be checked, broken and missing ones replaced.

Many passengers have the queer belief that such articles are provided for souvenirs, and the losses on each trip are enormous.

Such items as ash-trays sometimes cease to exist.

A fresh crew has to be signed on, all clearance papers and bills of health obtained, customs and port dues registered or charged, pilots arranged for, fresh water taken in, any minor repairs or defects remedied.

Cargo and passengers' luggage is taken aboard, special trains arrive with passengers and the great ship is ready to clear.

Cost. Giant liners such as those on the Western Ocean are always "Outsize" in all things, and to say that such a vessel costs so many millions gives really no indication of the average for the more general type of ship. It is interesting to note, therefore, that a ship of round about 20,000 tons, such as, say, a P. & O. or Orient, cost approximately £1,000,000 to construct just before the present war.

Such a ship, when full of passengers, would pay something like £12,000 in dues for a passage out and home through the Suez Canal, and this sum represents roughly 25 per cent or more of the whole running cost of a voyage to Bombay. In the course of her life a liner pays as much in dues as her original cost.

CHAPTER XXVIII

Intermediate Liners

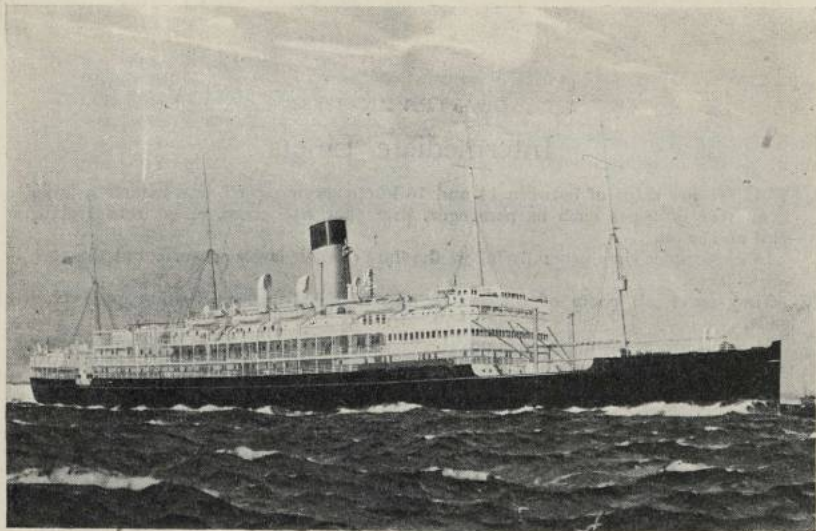
THESE are ships of between 14 and 16 knots service speed, and include a large number of types such as passenger, passenger and cargo, cargo, refrigerated, fruit and so on.

In appearance they generally follow the lines of their larger consorts, but they are not so large.

They serve all parts of the world, and in this category Britain once more leads.

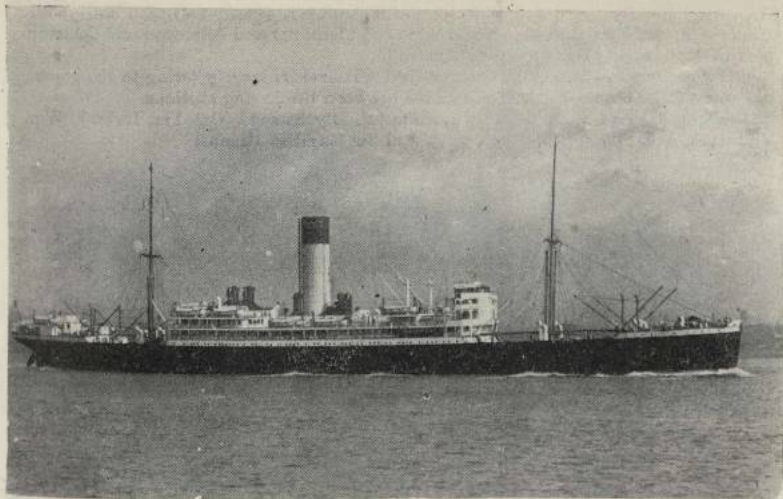
Many people to whom speed is not the "be all" and "end all" of existence, favour these ships rather than giant liners, as the service is quieter, the number of passengers is less, and there is an atmosphere of greater restfulness and peace.

The service given is of the highest without the super-luxury of the floating hotels. Some of the best known owners of intermediate tonnage are, Furness Withy to Canadian and American Pacific coast ports, Prince to South America and round the world service, Holt's Blue Funnel liners to the Far East, Anchor to the United States and India, Bibby to Burma, New Zealand Shipping Company to New Zealand via the Panama Canal, Shaw, Savill and Albion to New Zealand via Panama and via South Africa, Elders & Fyffes fruit-carrying ships to the West Indies and Jamaica, Federal with large refrigerated ships to New Zealand and Australia, Port liners to Australia and New Zealand, Elder Dempsters, who take pride of place to West



"WORCESTERSHIRE"

Worcestershire is similar in appearance to all the Bibby ships to Rangoon. She is a first-class only, motor vessel.



"NESTOR"

Nestor, of the Blue Funnel Line, is getting on in years now but is one of the most popular intermediate liners running to the Far East.

The Merchant Navy

African ports, Lamport and Holt to South America, Booth to Brazil and up the Amazon River, Ellerman with world-wide ramifications and Aberdeen and Commonwealth with a one-class service to Australia.

The diesel engine is popular on the Eastern services largely owing to the greater distances to be covered and the distance between bunkering stations.

Builders of some of these ships are Scotts', Blythwood, Caledon, Irvine's, Wm. Hamilton, J. L. Thompson, Wm. Gray and Sir Raylton Dixon.

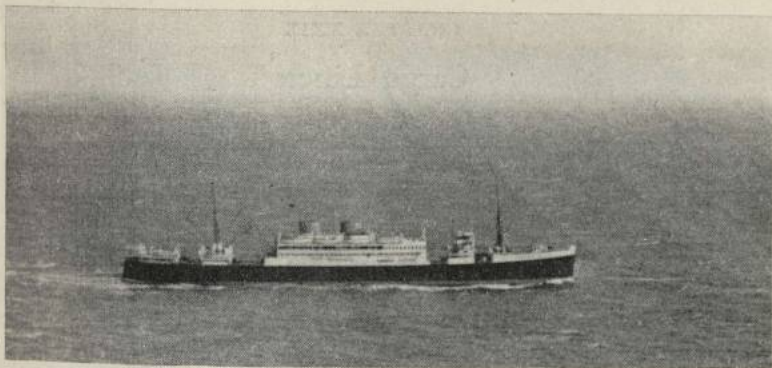


Photo by E. Sargent, Esq.

"HIGHLAND PATRIOT"

A view taken at sea of the Royal Mail Line's intermediate liner *Highland Patriot*, one of five normally engaged in the run between London and South America.

CHAPTER XXIX

Cargo Liners

"Oh, where are you going to, all you Big Steamers,
With England's own coal, up and down the salt seas?"

"We are going to fetch you your bread and your butter,
Your beef, pork, and mutton, eggs, apples, and cheese."

"And where will you fetch it from, all you Big Steamers,
And where shall I write you when you are away?"

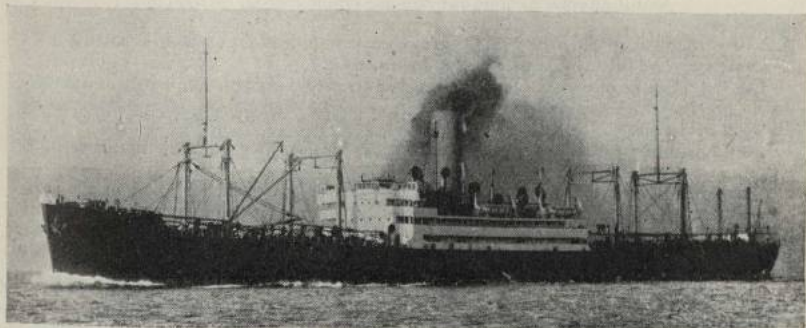
"We fetch it from Melbourne, Quebec, and Vancouver—
Address us at Hobart, Hong-Kong, and Bombay."

"But if anything happened to all you Big Steamers,
And suppose you were wrecked up and down the salt sea?"

"Then you'd have no coffee or bacon for breakfast,
And you'd have no muffins or toast for your tea."

"Then what can I do for you, all you Big Steamers,
Oh, what can I do for your comfort and good?"

"Send out your big warships to watch your big waters,
That no one may stop us from bringing your food."



"BEAVER" CLASS

One of five "*Beaver*" Class Canadian Pacific ships of 10,000 tons built for the North Atlantic service. All the crew accommodation is amidships and they have "Goalpost" masts,

The Merchant Navy

"For the bread that you eat and the biscuits you nibble,
The sweets that you suck and the joints that you carve,
They are brought to you daily by all us Big Steamers—
And if anyone hinders our coming you'll starve."—KIPLING.

A TYPE of ship which is rapidly growing in numbers and which is cutting in in many ways into the sphere of the tramp ship.

As the name implies, she is a ship designed to carry cargoes, frequently of a perishable nature which require prompt delivery, and which runs on a regular service at stated intervals.

She is usually larger and faster than the general trader, and the motor vessel is taking an increasing share in the trade.

In appearance these ships are frequently similar to passenger liners as the crew accommodation is often amidships. Fine examples of this are the "Beaver" class of the Canadian Pacific and the Furness motor ships of the "Pacific" class.

Britain introduced the type before the Great War in 1914 and has since been followed by most other countries.

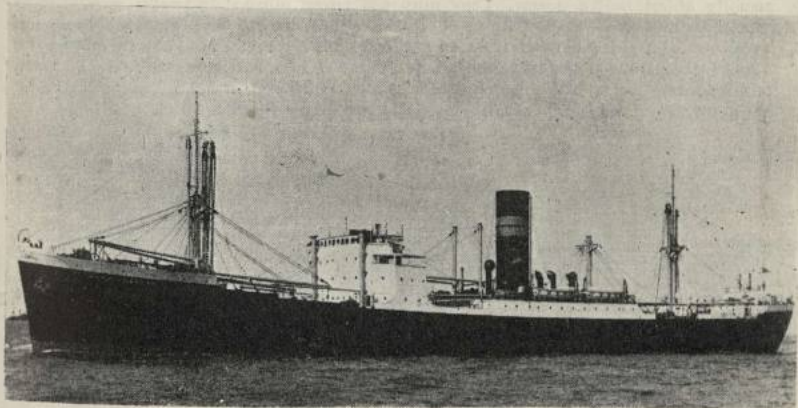
The average speed can perhaps be placed at between 12 and 14 knots.

When the speed comes above this they begin to encroach into the intermediate liner class just discussed.

They are found very largely on services east of Suez.

The largest fleet of cargo carriers in the world is that of the Clan Line, with its associated companies, Houston Line and Scottish Shire Line.

The Clan (Cayzer, Irvine & Co.) has made a speciality of handling very heavy loads, and most of their vessels are equipped with at least one exceptionally heavy derrick, up to 150 tons. This enables them to carry locomotives, tramcars, buses and other heavy cargoes which in the past has largely been done by foreigners.



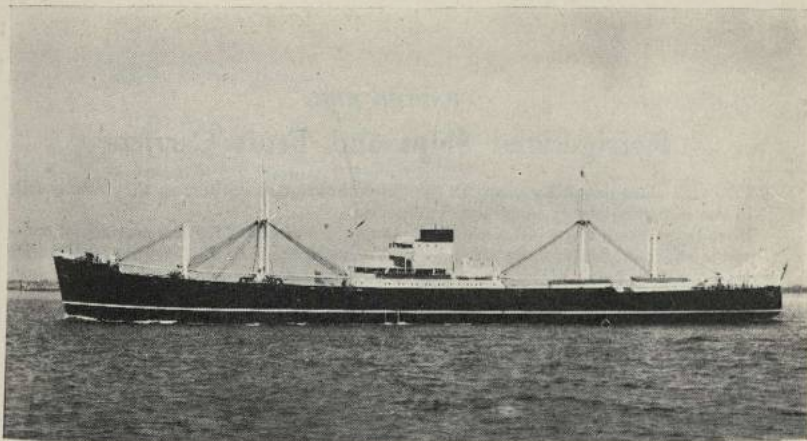
"CLAN CHATTAN"

Clan Chattan, an example of the great Clan Line fleet and one of many similar ships.

The Merchant Navy

During the whole of the world-wide depression in the early thirties, not one ship belonging to any of these three companies was laid up.

Many cargo liners or general traders have accommodation for a few passengers, usually about half a dozen. They may not carry more than twelve, as a different passenger certificate must then be obtained, which, among other things, calls for the provision of a permanent certificated surgeon. Many people prefer to travel in cargo ships rather than in the larger liners, and there is much to be said for it, and there is no doubt that a much more peaceful time is enjoyed in conditions which often compare very favourably with some of the passenger vessels.



"DELIUS"

The *Delius*, one of three sister ships of the Lamport & Holt; she is a motor vessel and has funnel combined with bridge structure.

CHAPTER XXX

Refrigerated Ships and Fruit Carriers

INTO this class naturally come all the ships mentioned earlier, as they mostly fall in the intermediate or cargo liner categories.

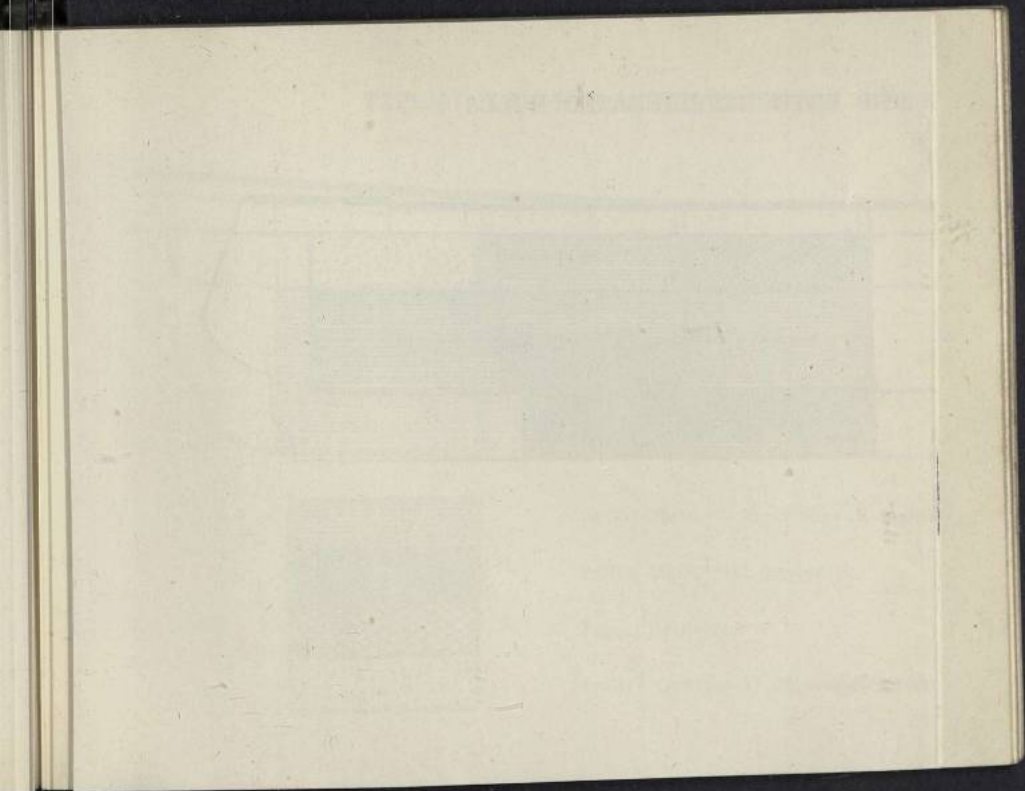
Most large liners have refrigerated or insulated chambers for the carriage of consumable provisions as well as an additional space for perishable cargoes, but in the sense of a ship being classed as refrigerated, the term means that almost all her cargo carrying capacity is fitted for the transport of frozen or chilled meat or of butter, eggs, cheese, etc.

For some years before September, 1939, an ever-increasing fleet of large ships of this type was being built up, and it was popularly referred to as the "Empire Food Fleet".

The units are largely of the most modern motor type up to about 11,000 tons on the average, and the Blue Star and Shaw, Savill have many ships of this class.

Avelona Star has the largest refrigerating capacity of any ship in the world: 641,700 cubic feet.

In addition to these large carriers, the fruit steamer is a most important type and she, also, was increasing in the British Merchant Navy. Elders & Fyffes were pioneers in the importation of bananas, and each of their ships can carry about 12,000,000 on every trip.



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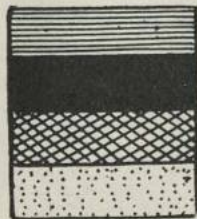
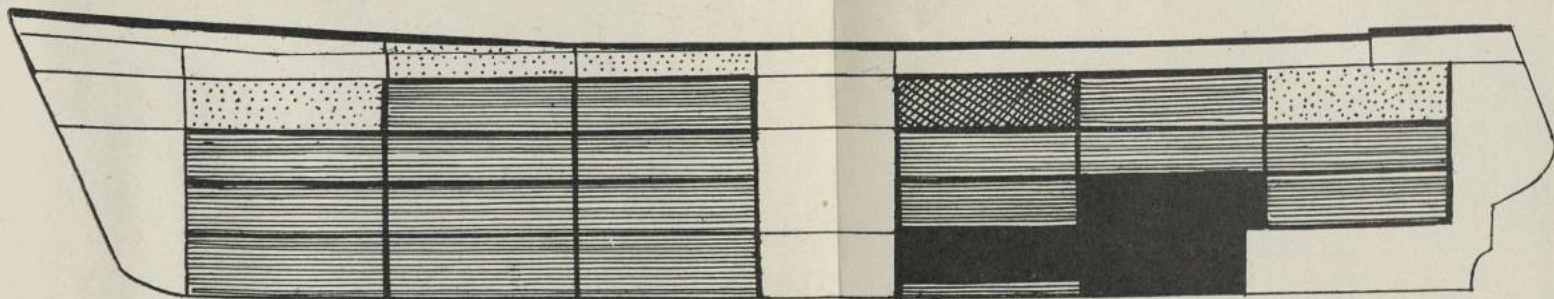
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TYPICAL 5,000-TON SOUTH-AMERICAN CARGO SHIP WITH REFRIGERATED HOLDS



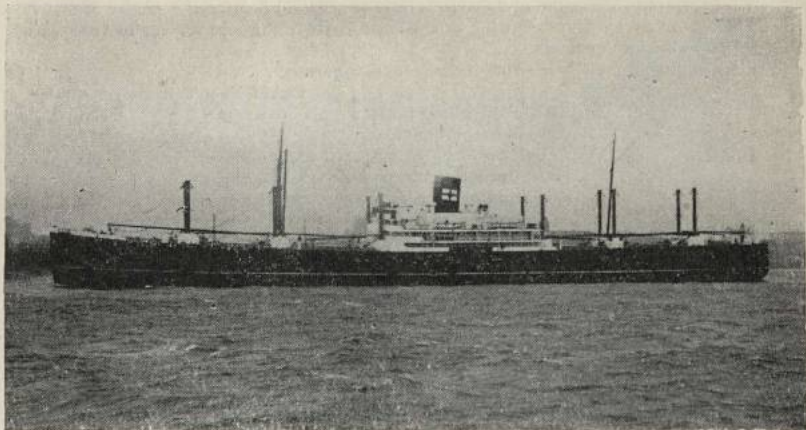
Chilled Meat. Temperature of 28.5 degrees F.

Frozen Meat. 18 degrees F.

Eggs. 34 degrees F.

Fruit. Oranges 37 degrees F. Bananas 53 degrees F.

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"ESSEX"

The Federal Line has many large motor vessels such as *Essex*, shown here. They have refrigerated capacities of over 516,000 cubic feet.

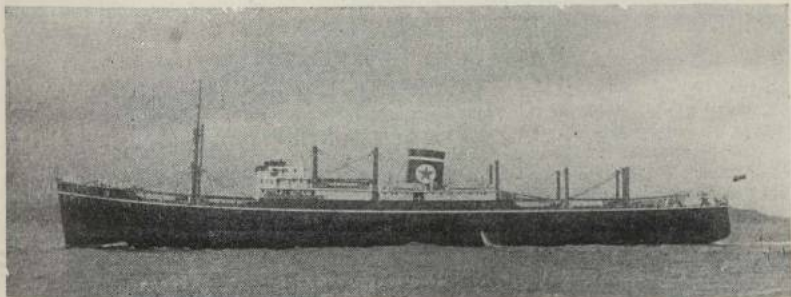
The Merchant Navy

LIST OF BRITISH REFRIGERATED SHIPS WITH OVER 500,000 CUBIC FEET.

A refrigerated ship is one of 2,000 tons or over with an insulated capacity of 80,000 cubic feet or over. The following is a list of British ships in service in 1939 with 500,000 cubic feet or more.

Fifty-eight per cent of British tonnage is refrigerated.

	Cubic Feet
<i>Afric Star</i> (Blue Star)	619,000
<i>Almeda Star</i> (Blue Star)	563,400
<i>Andalucia Star</i> (Blue Star)	560,000
<i>Australia Star</i> (Blue Star)	558,000
<i>Avelona Star</i> (Blue Star)	641,700
<i>Avila Star</i> (Blue Star)	537,800
<i>Beacon Grange</i> (Houlder)	584,700
<i>Brisbane Star</i> (Blue Star)	559,000
<i>Dorset</i> (Federal)	500,000
<i>Dunedin Star</i> (Blue Star)	562,300
<i>Dunster Grange</i> (Houlder)	558,400
<i>El Argentino</i> (Houlder)	556,800
<i>Empire Star</i> (Blue Star)	557,200
<i>Essex</i> (Federal)	516,700
<i>Highland Brigade</i> (Royal Mail)	521,300
<i>Highland Chieftain</i> (Royal Mail)	519,300
<i>Highland Monarch</i> (Royal Mail)	520,600
<i>Highland Patriot</i> (Royal Mail)	521,100
<i>Highland Princess</i> (Royal Mail)	519,200
<i>Imperial Star</i> (Blue Star)	529,300
<i>Melbourne Star</i> (Blue Star)	558,700



"IMPERIAL STAR"

Imperial Star, of the Blue Star, is another type of most up-to-date motor vessel and there are many sister ships.

The Merchant Navy

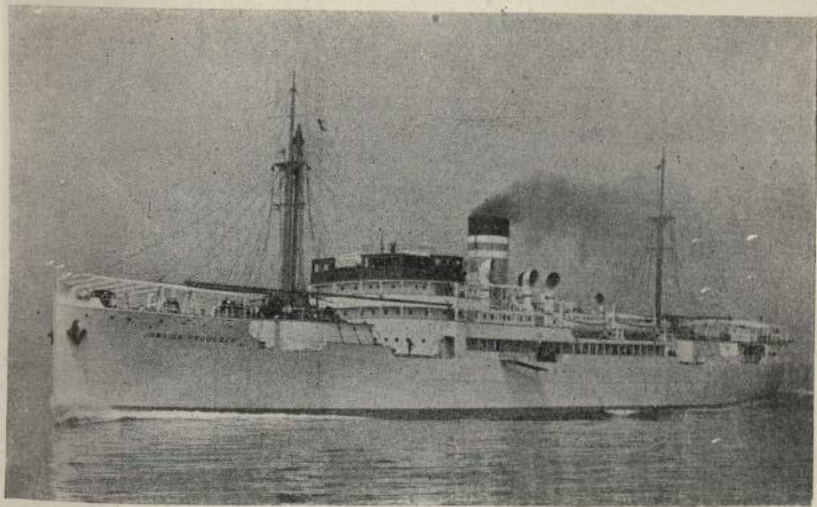
<i>Sultan Star</i> (Blue Star)	619,800
<i>Sussex</i> (Federal)	516,800
<i>Sydney Star</i> (Blue Star)	557,300
<i>Tuscan Star</i> (Blue Star)	557,600
<i>Upwey Grange</i> (Houlder)	548,400
<i>Waipawa</i> (Shaw, Savill)	522,000
<i>Wairangi</i> (Shaw, Savill)	522,500
<i>Waiwera</i> (Shaw, Savill)	522,000
<i>Dominion Monarch</i> (Shaw, S.)	512,000

Many other vessels in the fleets mentioned above run these figures close, as do ships owned by the Port Line and the New Zealand Shipping Co.

The figures for a typical fruit carrier are:

Jamaica Producer (Jamaica Banana Producers' S.S. Co.), 260,000 cubic feet.

Fruit cargoes naturally vary in size according to the size of ship and the nature of the fruit, but it may be interesting to record such a cargo as 60,000 cases of apples and pears and 148,200 cases of green fruit which was brought by *Albion Star* to London from West Africa in June, 1939.



"JAMAICA PRODUCER"

The beautiful white fruit ships are well typified by *Jamaica Producer* of the Jamaica Banana Producers' S.S. Co.

CHAPTER XXXI

The Cargo Steamer

There's a steamer bound for London, and she's sitting pretty low,
And her upperworks are dazzling white beneath the twilight glow,
You can hear her engines thumping as she rolls her way along,
With the wheeling seagulls o'er her in a screeching, squawking song.

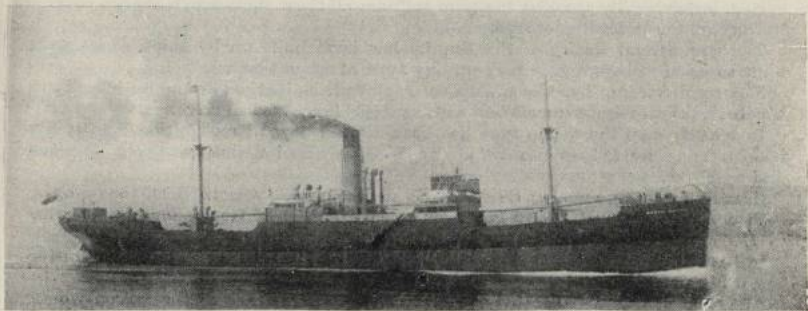
She is bearing home a cargo from the orchards of the Cape,
There are peaches, plums and nectarines of every size and shape,
And bunches of the sweetest grapes that England's ever seen,
And they'll soon be selling freely in the streets of Turnham Green.

There's a willing crew aboard her, with their faces tanned and brown,
And one of them is singing and he's grinning like a clown,
There's a streaming wake behind her and a still expanse before,
And she's almost out of vision from the gleaming distant shore.

Oh, she'll steam along in moonlight soon, her port-holes gold like stars,
She will be amongst the sunset with its flaming crimson bars,
She will greet the radiant dawn with an extra turn of speed,
And ride the grey white horses whether or not she need.

She'll be burnt and blistered by the sun, and salt-sprayed by the sea,
But she'll be the same old steamer to you and the likes of me.

ERIC SARGENT.



"BARON OGILVY"

Baron Ogilvy, of the Hogarth "Baron Line". She is not the most recent but is very typical of the general appearance of the general trader of a few years back.

The Merchant Navy

Cargo Ships (General Traders and Tramps)

Tremendous improvements have taken place since the last war in this class of ship.

The functions of a cargo ship are in a way difficult to define as they can be so varied, but generally speaking the term includes all those ships which are not covered by any of the preceding groups.

The commercial wealth of the Empire has been built up by ships which were built to go anywhere and to pick up any type of cargo that was going.

The term "tramp" means a ship so employed, as distinct from the liner type, which serves on regular routes and sails at dates long fixed in advance.

In recent years the tramp type has been altered beyond recognition, and it has itself become divided up into definite types. The diesel engine has taken its place and speed has been increased.

Broadly speaking, a modern tramp ship is an ocean-going vessel of 2,000 tons or over, with a speed up to about 12 knots, and one which is of tremendous importance to the nation as a whole.

In 1939 there was issued the report of the Deep Sea Tramp Fact Finding Committee and a few of its statements are worthy of recording.

"In time of war or emergency, the existence and defence of the nation would largely depend upon the possession of sufficient tramp tonnage under the British flag.

"Great Britain owns less tramp tonnage than before the Great War, while foreign countries own more and are still increasing.

"British tramp shipping as a whole is without proper resources to meet the depression facing it, to replace old ships by new, and to maintain the country's tramp tonnage at a level requisite for future trade and defence.

"The problem is of the utmost importance to the nation and cannot wholly be solved by the industry alone."

Some Principal Types of Merchant Ships

So much for the official conclusions.

There were in 1939 some 800 tramp ships of 3,800,000 tons gross, a reduction in numbers of some 1,400 since 1914.

The average age was just over eleven years.

The tramp ship is let out on "Charter" to whoever has cargoes to transport. She carries grain, coal and a hundred and one other goods not catered for by liners or special-duty ships.

In days gone by, owners regarded the first cost of a ship as the principal one to be considered when ordering or purchasing a ship of this class.

This was somewhat fallacious reasoning, as it is running costs which tell in the long run.

Much experiment has been conducted, and improvements effected include better hull forms, better propeller design, better cargo handling gear, greater economy and greater speed.

Last, but by no means least, much improvement has been made in the crew accommodation.

Some of the old ships had no reserve of power, and as they advanced in years they found it next to impossible to maintain their guaranteed speed.

In consequence, freights were lost to faster and better designed rivals.

Welding has reduced the weight of the hull, with corresponding increase in dead-weight, and therefore of earning capacity.

Less fuel is required, and therefore less space has to be reserved for bunkers.

Coal prices have soared, and are always liable to great fluctuation, while oil, whether for fuel or for diesels, has remained reasonably the same.

The figures below are illuminating. They apply to a ship of between 5,000 and 6,000 tons.

The Merchant Navy

In 1912 a reciprocating ship burned some 42 tons of coal daily.

In 1924 the same class of ship consumed 33 tons.

In 1939 the modern tramp with turbine or reciprocating engines of the most modern type, only required 22 tons of fuel.

Again these three comparisons show the advance made since before the last war.

	1912	1939 (coal)	1939 (diesel)
Gross Tonnage	5,000	5,000	5,000
Deadweight	8,400	8,700	9,200
Speed	10 knots	11 knots	10.25 knots
Fuel per day	30.5 tons	26 tons	6.75 tons

A Normal tramp carries as much wheat as could be grown on 30,000 acres.

CHAPTER XXXII

Brief Explanation of various types of Cargo Ships

THE diagrams accompanying this chapter are not intended to be very technical nor detailed but they give some indication of the general profile appearance of some of the chief designs in service to-day.

They are shown principally to indicate their appearance, and with the following explanations of their uses they may prove interesting.

Strictly speaking, a ship with a raised quarterdeck can very easily be mistaken for one with a raised poop, but in the former type the erection above the topmast continuous deck is slightly lower. These, however, are details into which there is no need to enter here.

A. *A Single Decker with Shelter Deck Type* or a flush decker.

Tonnage openings cut in the side exempt this shelter deck space from tonnage dues as such are only paid on "permanently enclosed spaces".

During the Great War, when it became vital to carry every ounce of cargo, these openings were in most cases closed so that a certificate could be granted allowing the vessel to sink lower in the water as she would do when this space was filled with heavy goods. Being closer to the water level it was necessary for purposes of seaworthiness, to close the openings.

B. *Single Decker with Short Bridge*. This is an excellent type much used for dead-weight cargoes, that is to say for cargoes which weigh very heavy rather than

The Merchant Navy

those whose weight is light in comparison to their volume. Such cargoes as coal or iron ore are some in question.

It is essential that they should be equipped with quick cargo-handling gear, and have large hatches, as such ships generally proceed direct from loading to unloading port instead of calling at intermediate ports.

C. *Long Bridge-deck Type*. This is a type very suitable for goods with a large cubic capacity such as grain.

D. *Two or more Decked Ships*. These are employed for many purposes. They are designed to enable cargoes to be picked up or discharged at many intermediate ports.

Their cargoes cover a wide variety of goods, and they are specially suitable when pressure on cargo at the bottom of holds has to be avoided.

It is the type specially favoured for cargo liners, particularly those engaged in the Eastern trade.

E. *Engines Aft Type*. Apart from the advantages to the tanker of having the machinery aft, and which is mentioned in the chapter dealing with that class of ship, there are one or other points worth noting.

There has never been complete unanimity on the question as to whether the advantages outweigh the disadvantages, and so both sides had better be stated.

Advantages. There is a small deadweight increase and consequent increase of cubic capacity for cargo space.

The cargo-holds can be grouped together, thus avoiding broken stowage, which facilitates cargo handling; this again decreases the time spent in port.

There is a saving in capital cost owing to the simpler construction.

The type is particularly favoured in consequence by coastal ship owners where frequent calls are made at ports.

Disadvantages. There is difficulty in trimming the ship when light which is not

Some Principal Types of Merchant Ships

experienced with the engines amidships type. When loaded there is a larger draught aft than amidships.

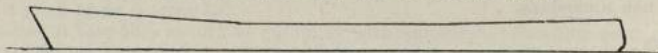
Decks

In a ship of the Merchant Navy the decks are numbered or lettered from top to bottom, thus "A" deck is the top, or boat deck, while "F" or anything else is the lower. This is the reverse of ships in the Royal Navy.

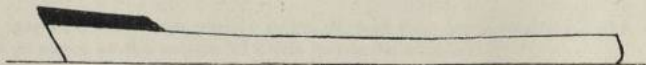
The only exception to this rule is the Royal Mail Lines, where warship fashion is observed.

The Merchant Navy

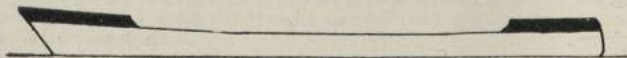
TYPES OF BUILD IN USE IN THE MERCHANT NAVY



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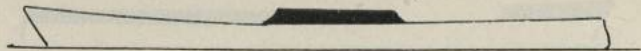
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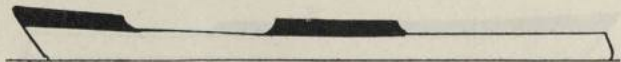
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1. Flush deck ship.
2. Ship with raised forecastle.
3. Ship with forecastle and poop.

Some Principal Types of Merchant Ships



1



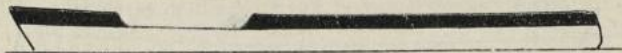
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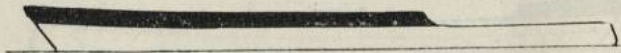
3

1. Ship with raised bridge deck.
2. Ship with raised forecastle and bridge.
3. "3 island ship" forecastle, bridge and poop.

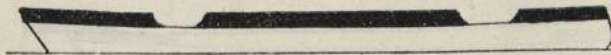
The Merchant Navy



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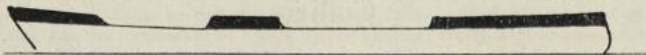
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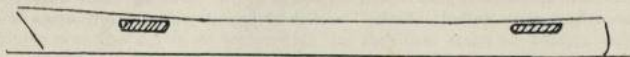
3

1. Ship with forecastle and combined bridge and poop.
2. Ship with combined forecastle and bridge.
3. "3 island ship" with long bridge.

Some Principal Types of Merchant Ships



1



2

1. Tanker type (engines aft).
2. Flush deck ship showing tonnage openings.

CHAPTER XXXIII

Colliers

COAL has long been a necessity to man, and the first recorded shipment from the Tyne was in about 1340. In that year it was stated that one or more vessels were in service each carrying some twenty tons of coal. Later on we learn of fifty tonners coming on the scene, and some of these traded with the Continent and even on occasion down to the Mediterranean.

The early Clydeside coal carriers when the trade really began to flourish were three-masters of about 300 tons, often ship-rigged, but differing from ships by their small size; they were called "Barks" and had broad sterns, bluff bows and full bulges.

Endeavour, the famous ship of Captain Cook, was, like all his ships, a collier, although she herself actually hailed from Whitby.

When the industrial revolution brought about a tremendous increase in the demand for coal in the nineteenth century, the old ships were gradually superseded by "Geordie Brigs". These were of about 200 tons, and were distinguished by their huge "tumble home", which made them almost cylindrical at times.

Much has been written about these famous collier brigs which changed very little with the passage of years, and which gradually faded out round about 1880.

When the first steam collier was built as distinct from a steamer being utilised to carry coal, is not quite clear. A ship called *Q.E.D.* was launched on the Tyne in 1844, was iron built, and her engines of 10 horse power gave her a speed of about

Some Principal Types of Merchant Ships

4 knots in a dead calm. Her lower mizzen was of iron, which served also as the funnel, but in spite of her optimistic name she was never much of a success, and her engines were removed in 1848.

No doubt the first true steam collier was *John Bowes*, of 1852. She was very carefully planned and had a double bottom for water-ballast, which was one of the most successful innovations in shipbuilding records. She carried 650 tons of coal at 9 knots, and was the forerunner of a long line of similar vessels, and became world famous.

She traded, although not as a collier, until 1933, when she foundered.

Her speed was considered phenomenal in view of the fact that the old brigs took as long as a month to do the trip to London and back.

Another revolutionary step in the coal-carrying business was made by the Wandsworth Gas Company, who had long been considering the possibility of carrying coal right round from Tyneside to their works at Wandsworth, some fifty-seven miles from the sea.

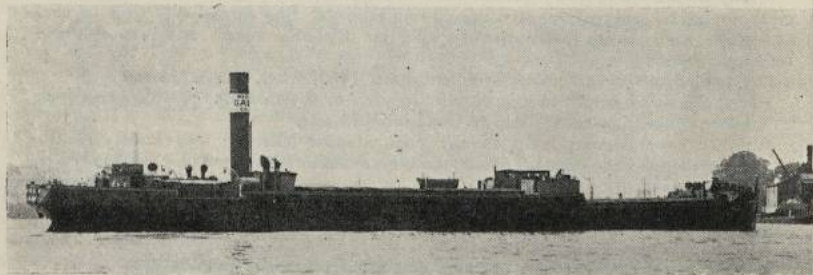
The difficulty was the depth of water and the fact that some seventeen bridges had to be navigated on the Thames.

The result was the *Redriff*, of 1906, which carried some 1,050 tons.

These up-river or "flat iron" colliers as they are termed, have generally followed the same principle except that they have grown in size. Vessels of the London Power Co. and the Fulham Borough Council are all of a similar type, with practically no upperworks and with tiny funnels and masts which can be lowered to clear the bridges.

These steamers carry out as many as seventy voyages in one year, and altogether some 5,000 colliers come to London annually.

The Wandsworth and District Gas Company consume some 400,000 tons of coal during the same period.



"WANDLE"

Wandle, of the Wandsworth & District Gas Company, is a typical "Flat iron" collier which comes right up the Thames under the bridges.

Some Principal Types of Merchant Ships

The modern collier has large self-trimming hatches which can briefly be described as the turret system restricted to hatchways.

The general layout obviates all necessity of man-handling and the consequent saving in time and labour. It has sometimes been indicated that the self-trimming type has a tendency to be less seaworthy, but this does not seem to be borne out by experience.

Messrs. Cory is another well-known firm whose "Black Diamond" colliers and tugs are a familiar sight on London river and round the coasts. The engines-aft type is more and more increasing in popularity.

In spite of the growth in the use of oil for every form of industry and transport the amount of coal is also steadily increasing and as a matter of interest it might be worth pointing out that one shipping company alone, the P. & O., still consumes some 141,000 tons annually.

The figures for 1914 were 834,367 tons, and although this is a great decrease it is on account of the oil-burning ships in the fleet, but it must always be borne in mind that coal is still utilised in tremendous quantities for other purposes.

CHAPTER XXXIV

Tankers

IF there is one word that holds the key to the future happiness or even survival of mankind it is oil.

In ever-increasing streams, oil and all its by-products are flowing over the surface of the earth until our very existence is dependent more and more upon a continuous supply of the fluid which becomes worth its weight in gold.

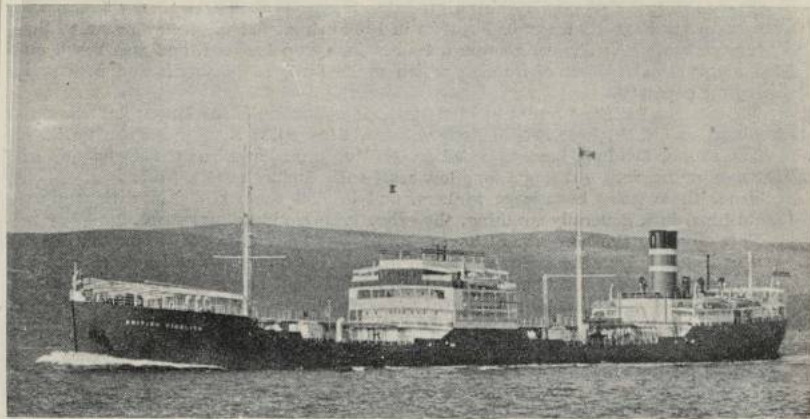
The wheels of industry can only turn on oil, the ships that bring it are largely run on oil, the ships that guard its passage across the seas are wholly dependent on oil, the armies that defend the sources of supply are maintained and transported on oil, the aircraft which protect our shores could not take off without oil, and so the vicious circle goes on.

However, this is no place to indulge in such thoughts.

Oil has long been carried across the seas, but when the demands for it were almost negligible there was no necessity to consider the provision of specially-equipped carriers. It was brought in casks or drums in sailing ships and, later, by steam vessels.

Gradually, however, the need became clear for a very highly efficient and specially constructed type of ship.

The oil tanker dispensed with the difficulty of carrying it in casks, and the first



"BRITISH FIDELITY"

The British Tanker Company (Anglo-Iranian Oil Company) has a large fleet, of which the motor ship *British Fidelity* is a fine example.

The Merchant Navy

ocean-going tanker was *Glückauf*, built by Swan Hunter in 1886. She revolutionised shipbuilding.

There is no need to go fully into all the developments that have since taken place except to say that the Isherwood system in 1908 introduced what may be called the "modern tanker". The design was a tremendous step forward, and was based on the longitudinal system of framing which made for great strength and increased carrying capacity.

There was a further advance in 1926 by the introduction of the Isherwood bracketless system. Both these British designs have been copied throughout the world.

The tanker has long been regarded as the "ugly duckling" or the dachshund of the seas on account of being a long low craft with engines set right aft.

True, there have been large tankers, and in fact there still are, with engines amidships, but, generally speaking, the other type is almost universal.

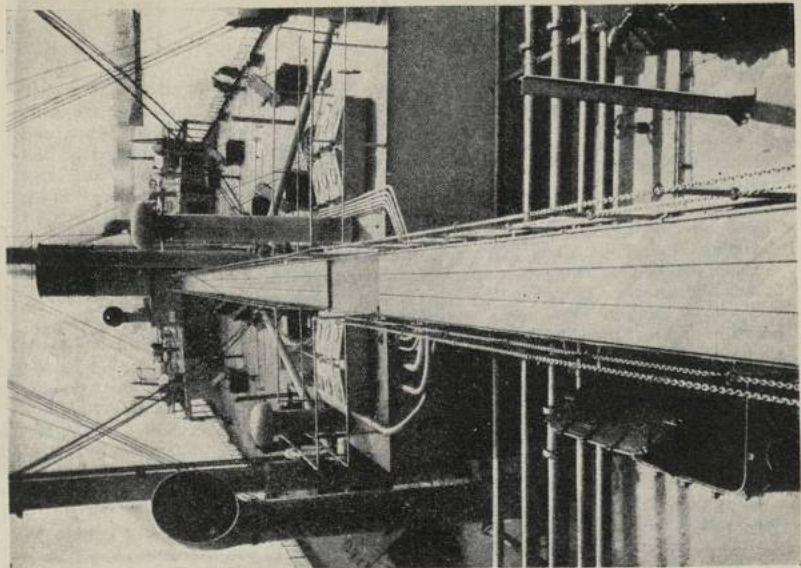
This obviates the necessity of having an oil-tight propeller shaft, and the cargo can be isolated from the engine-room and from the fore-peak by coffer dams, which are narrow spaces, two frames in width, extending right across the ship, and which can be rapidly filled with water.

More and more has the type become standardised, and the accompanying diagram will give some idea of their construction.

Nearly all the modern vessels are oil driven, and this again lessens the risk of fire, always prevalent on such a ship.

The principal danger is when the tanks have been emptied at the end of a voyage and they are consequently giving off certain vapours and fumes, but it is safe to say that the dangers to-day are not very great provided all the regulations are strictly adhered to.

By reason of the deck being littered up with valves, etc., passage along it is by means of a flying bridge, or "cat walk", as it is usually termed.



"CATWALK" OR FLYING BRIDGE ON A TANKER

The Merchant Navy

There is usually a pump room amidships and frequently a dry hold for the storage of general cargo or ship's gear.

The entire cargo space is divided up into vertical tanks, frequently about ten in number, through which run the pipe system, with valves controlled from the deck.

In no class of ship have greater developments taken place in recent years, and apart from special technical qualities much attention has been devoted to the outward lines, and many modern ships with their rounded superstructure and large bridgework, combined with a better "balance" than the earlier "spidery" craft, are very fine, and powerful-looking.

Palmers' yard, at one time one of the pioneers in tanker construction, and always the leader in numbers built, has now unfortunately passed into other hands.

Fully loaded, tankers are comfortable ships to be in, but when light, as they invariably are when travelling from this country, they are very much the reverse.

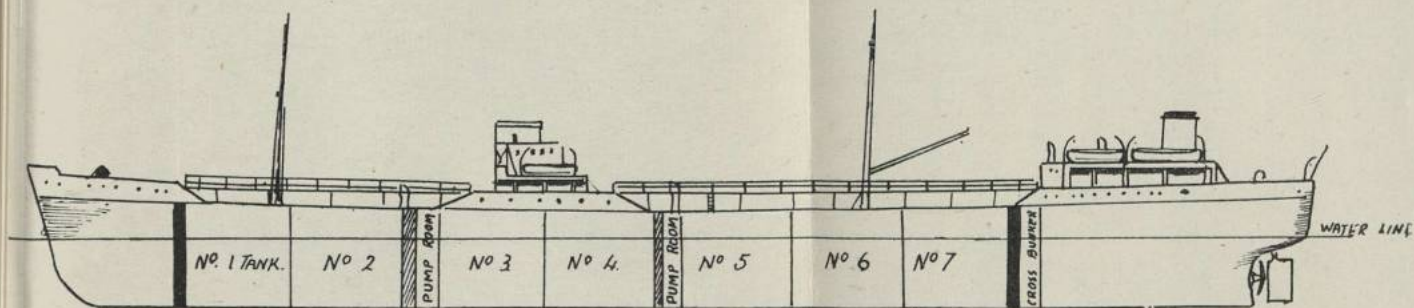
Navahoe, built in 1907, was a remarkable craft; she was a large 10,000 tons oil barge or lighter, fitted with five masts, and she was towed by an ordinary tank steamer of the Anglo-American Oil Co.

The largest tanker in the world at the time of the Great War was *Narragansett*, also of the Anglo-American Oil Co. She had engines amidships, but was unfortunately lost during the campaign.

Speed, engines and crew accommodation have all improved tremendously in the last few years. There are tankers of all kinds to carry fuel oil, gas oil, lubricating oils, motor spirit or petrol, benzine, paraffin and kerosene.

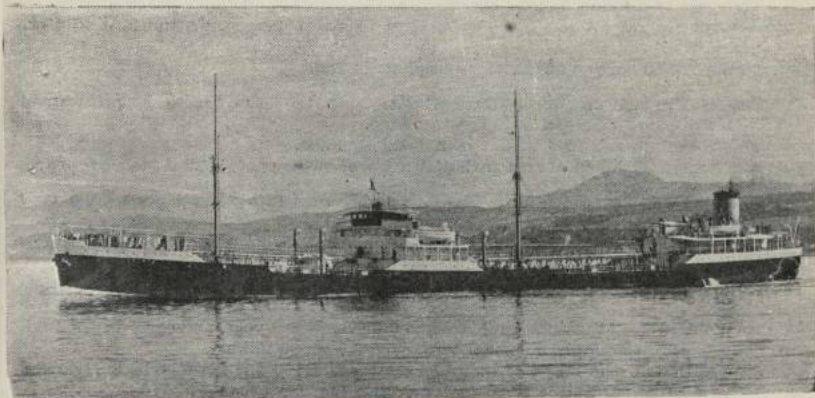
Ships of the Athel Line carry molasses in bulk. This is waste from the sugar cane, and extensively used for cattle cakes. It is one of the heaviest of liquids.

Tank ships vary in size from 400 tons or less up to 10,000 tons and even more, and may carry up to 15,000 tons of petroleum on each voyage. This can be discharged at the rate of 75,000 gallons an hour.



DRAWING SHOWS TYPICAL LAYOUT OF MODERN TANKER

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"ARINIA"

The Anglo-Saxon Petroleum Company also has a very large fleet of ships like the motor vessel *Arinia* of about 8,000 tons,

The Merchant Navy

The record delivery of oil was in 1939, when the Shaw, Savill motor liner, *Dominion Monarch* received 5,000 tons of fuel from the British tanker, *British Reliance*.

The port of London handles one-third of the whole of Britain's peace-time needs, and small coastal tankers of 250-500 tons, or dumb barges, distribute it to other centres.

Similar ships carry "bitumen" or asphalt in bulk.

Tanker Tonnage of British Merchant Navy. In 1938 the British Empire owned 28.1 per cent of the world's tanker tonnage.

This was 14.5 per cent of her own total tonnage.

The United States came next with 25.7 per cent of the world's total tanker tonnage.

A Few Facts Concerning Oil. Britain's need of oil in a normal peace-time year totals 2,500,000,000 gallons.

To be on the safe side it is necessary to bring into the country some 300,000 gallons weekly, or 15,000,000 tons yearly.

To give one example alone, the P. & O. company consumed some 550,000 tons in 1935.

An average-sized tanker can make some four voyages a year, and can carry enough on one voyage to supply a normal lorry for 30,000,000 miles.

In addition to the needs of industry there are 1,160 British merchant steamers burning oil fuel, and some 1,536 motor vessels burning heavy oil.

The Royal Navy is run exclusively on oil, and *Hood*, when at full speed, consumed some 1,400 tons daily.

In 1940 the British tanker fleet numbered some 498 vessels, the largest in the world.

CHAPTER XXXV

Whale-Oil Ships

ANOTHER class of tank ship is the whale oil factory.

This product is used extensively for margarine, and in these days for explosives, and some 70,000 tons are imported annually into the port of London alone.

The factory tanker is a type developed to simplify the transport and production of whale oil and its by-products.

Each year considerable fleets of small whalers set out for the whaling grounds down in the Antarctic, and accompanying them go the large mother ships.

At first they were large converted merchantment and some very well-known British liners were utilised for this purpose, including the old White Star ships *Suevic* and *Medic*.

As with other classes of ships, needs soon produced a distinct type, and ships began to be built especially for the purpose.

The modern whale factory may be described as a tanker of the largest type, but a special feature is the large shute at the stern to facilitate the handling of whales. It may be likened to the stern of a train-ferry ship, and the whales are hauled up into a sort of dock.

On board these carriers there is machinery for boiling down the carcasses, and as the oil solidifies quickly it has to be steam heated before it can become sufficiently fluid for pumping.

The Merchant Navy

The small ships do the catching, and the spoils are then transferred to the large ship and dealt with.

It is not a particularly delightful pastime.

Once again the British Merchant Navy leads the way, and the world's largest factory ship is *Terje Viken*, of some 20,638 tons, owned by United Whalers Ltd.

There are several South African companies now engaged in this trade, which at one time was held almost exclusively by Norwegians.

Germany recently saw the possibilities for war purposes, and entered the field with some large ships.

Whale Oil Production. In 1938 the British shipping companies engaged in the production of whale oil in the Antarctic produced the greatest number of barrels, namely 843,131.

Norway came next with 721,721 barrels out of a world total of 2,701,255.

CHAPTER XXXVI

Cross-Channel Packets

BY this term one usually means the English Channel, but for purposes of ship grouping into types one must include those ships running between Harwich and the Continent and those running across the Irish Sea.

There is no space to go fully into all the routes, and so let us take the English Channel as a sample.

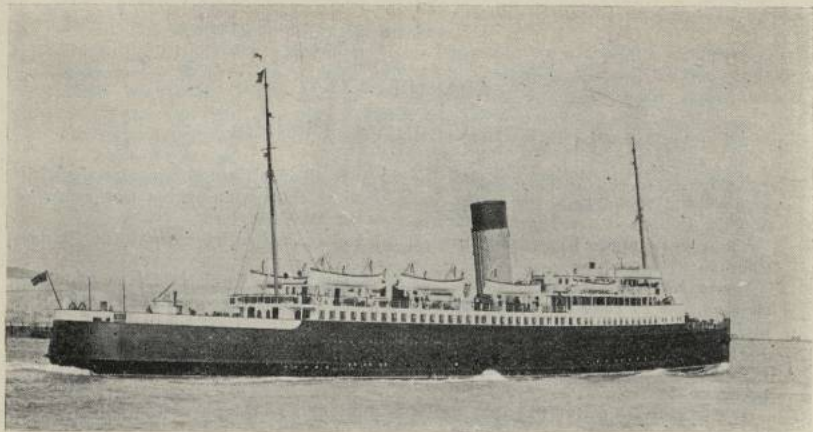
Dover had been a Government packet station as far back as the seventeenth century, and in 1686 a local firm had been given a Post Office contract to carry the mails to the Continent.

This service was interrupted by war between 1689 and 1697 and again between 1702 and 1793. but it continued more or less regularly after this, except for the break of the revolutionary wars.

It was perhaps after 1815 that the first uninterrupted service can be said to have started.

Rob Roy, a Denny built ship of some 90 tons, was the first steam ship. This was in the year 1820.

In 1844 the South Eastern Railway appeared on the scene, but Parliament would not permit them to own ships, and so a separate company was formed until 1853 when permission was granted.



"CANTERBURY"

Canterbury is Commodore's ship of the Southern Railway and normally runs between Dover and Calais at a speed of about 22 knots.

Some Principal Types of Merchant Ships

This railway had by that time reached Folkestone.

Between 1862 and 1899 the London, Chatham and Dover Railway had had the monopoly of the service between Dover and Calais.

Some remarkable ships were turned out in this period, all experimental, and all ending in failure. *Castalia*, of 1874, and *Calais-Douvres*, of 1878, were double-hulled, that is to say, hulls side by side, not one within the other as is understood by the term to-day. The difficulty of handling them was insuperable, and they spent much of their time in trying to manœuvre in or out of harbour.

Bessemer was designed to take a swinging saloon, slung between the hull or upper-works with a view to diminishing the unpleasant effects caused by rolling, but for some reason or another this was never fitted, and so the experiment was never tried out.

For some time services had been conducted between Folkestone and Boulogne, and in 1899 the two railway companies were amalgamated.

The last paddle steamer built for this route was *Mabel Grace*, built in 1898.

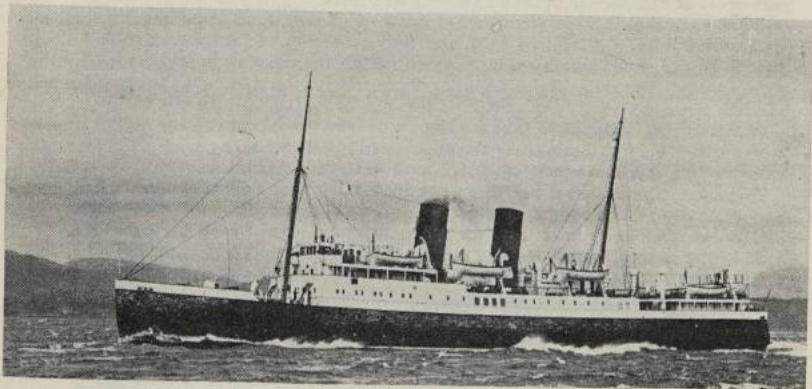
The first cross-Channel turbine ship in the world was *The Queen*, built in 1905 for the South Eastern and Chatham Railway, and she was the precursor of a long line of similar ships built for this and other railway companies.

Brighton had played a prominent part in cross-Channel traffic in the early days, and just before the present war there were attempts being made to revive it.

Although it was never one of the Government packet ports, there was a large volume of traffic to the Continent in the seventeenth century and by the end of the eighteenth there was a regular service between Brighton and Dieppe.

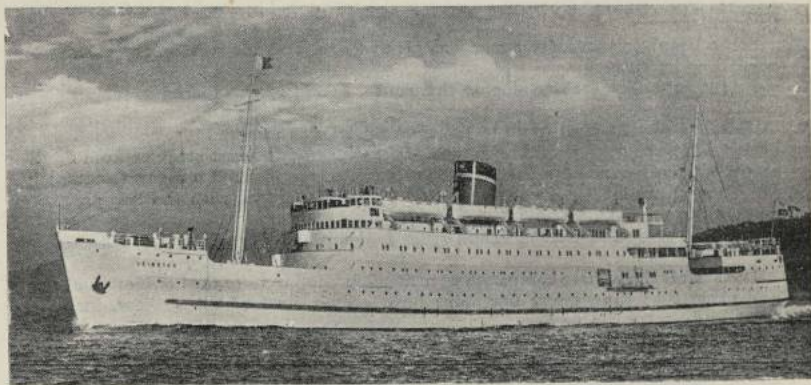
The first steam crossing to France was by *Majestic* in 1816, some four years, it will be remembered, before the steam ship from Dover.

In 1825, some years after the opening of the famous Chain Pier, the General Steam Navigation Co. commenced a regular service to Dieppe and Havre.



"ISLE OF SARK"

Isle of Sark has a Maier bow and in peace-time conducts the service between Southampton and the Channel Islands.



"LEINSTER"

The Irish Sea is served by such vessels as *Leinster*, of the British & Irish Steam Packet Co. She is a motor vessel and one of the largest of her type in the world.

The Merchant Navy

Newhaven was used as an alternative in bad weather when the ships could not use the Brighton pier, and it was permanently adopted as the terminal when, in 1847, the Brighton and Continental Steam Packet Company was formed by the London and Brighton Railway, which was also prevented by Parliament from running its own steamers.

Some twenty years later power was given them, and the service was exclusively carried on by them.

In 1905 the first turbine ship on this route, *Brighton*, was placed in service.

The first regular mail route to the Channel Islands was in 1794, and was carried on by sailing packets from Weymouth. In 1840 came the first steamer from Southampton. Five years later the South Western Railway formed a separate company, but three years later power was granted by Parliament as with the two preceding companies.

The first geared turbine-steamers were *Hantonia* and *Normannia* in 1911.

In 1922 all these three companies were amalgamated to form the Southern Railway, and since that time many fine ships have been placed on all services, including train and motor-car ferries.

The Great Western Railway Company and its subsidiaries have carried on services to the Channel Islands, and between Fishguard and Rosslare for many years.

The London and North Eastern ships from Harwich, Hull and Grimsby carry on the services run until 1922 by the Great Eastern, Great Central and North Eastern railways. The mail service between Harwich and the Hook and Antwerp is conducted by large, fast ships of the finest class.

Some Principal Types of Merchant Ships

In this category also, comes the large fleet of the Isle of Man Steam Packet Company, a very old concern.

London, Midland and Scottish Railway ships run from Heysham to Belfast with some of the fastest cross-Channel ships in the world.

Railway packets have always been lively because of their fine lines necessary to give them speed, but they are among the very finest class of ships in the world. Fast, staunch and easily handled, they run in all weathers, and they are in every way, small editions of the large liners. In the last war they proved invaluable for a multiplicity of uses from hospital ships to seaplane carriers. It was *Engadine*, of the South Eastern Railway, that first spotted the German fleet at Jutland in 1916.

In the present war they were used largely as hospital ships during the evacuation of Dunkirk.

Denny of Dumbarton have built the great majority of this class of ship both in the past and at the present time.

CHAPTER XXXVII

Continental and Thames Excursion Ships

STEAMER excursions to the near Continental ports have been popular for a great many years and the General Steam Navigation Company began as early as 1826 with a chartered steamer, *Rapid*. This ship they afterwards purchased, and not long after they ran *Columbine* from Margate to Boulogne.

Later on, this service was transferred to the Customs House Pier; the return trip was 20s. and allowed two days in the French port.

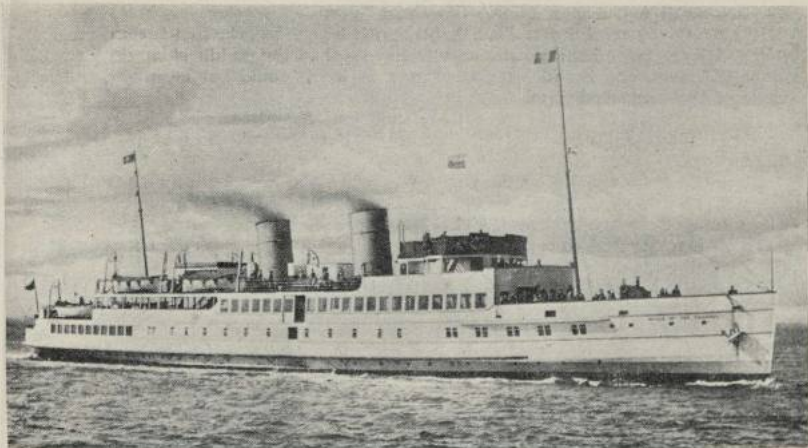
More and more ships were placed in service, but steamers were not yet fast enough to enable the trip to be done in a single day.

It was in the 'seventies that day-trips were started with tugs.

The first was *Undaunted*, of some 200 tons, and later, *Conqueror* went on week-end excursions to Boulogne, first from Hastings and later from Margate.

In 1889 the General Steam came on the scenes again with *Laverock*, an extra speedy paddler which they built in connection with the Paris Exhibition of that year. She was of just over 500 tons and could make 18½ knots. So popular did she prove that the special trips run in connection with the Exhibition developed into general excursions.

In 1894 the Victoria Steamboat Association came out with *La Marguerite*, one of the most famous excursion steamers ever seen on the Thames. She was a twin-funnelled paddle ship of 1,554 tons, and had a speed of 20 knots. She was very



"QUEEN OF THE CHANNEL"

The Continental ports were becoming more and more popular with visitors in the few years before the war and the motor *Queen of the Channel* shows the fine type of ship engaged on the service, sponsored out amidships to give beam and steadiness.

The Merchant Navy

expensive to run, and in 1903 was withdrawn from this service, where she remained. She served as a transport during the Great War.

In 1906 the General Steam filled the gap with *Kingfisher*, the first turbine steamer on the River. She was found less easy to handle than the paddle steamers for work alongside piers, and her high speed of over 20 knots could not be used until well clear of the congested river.

The excursions to France were abandoned and *Kingfisher* was withdrawn, and ended her days trading on the China coasts as *Venezia*, and she was broken up in 1939.

Services were revived after the Great War when the New Medway Steam Packet Company, a firm which took over the very ancient Old Medway Company, with headquarters at Rochester, purchased two Naval paddle minesweepers.

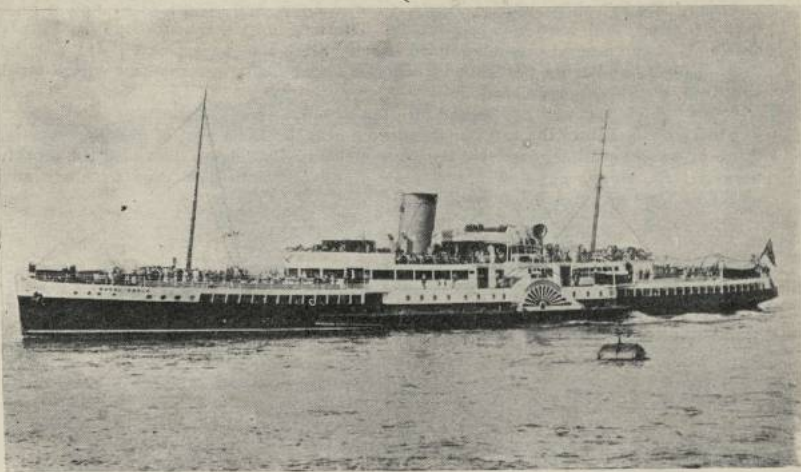
They then adopted to commercial use, and they were so successful that in 1935 the company built the fine ship *Queen of the Channel*.

She was the first diesel excursion steamer.

Next the company was acquired by the General Steam, and in quick succession followed *Royal Sovereign* and *Royal Daffodil*. The latter replaced the famous ship of the same name which performed such gallant work at Zeebrugge in 1918 and which was run for a time after the war by the New Medway concern.

All these last three ships were white-painted, and were a tremendous advance on previous excursion ships. The sides were sponsoned out, which gave the resemblance of paddle steamers, and gave greater width amidships with greater stability.

In addition to running the Continental excursions, the old General Steam had been famous for its fleet of paddle steamers which sailed from Old Swan Pier, and later the Tower Pier, to Greenwich, Woolwich, Southend, Margate, Ramsgate and Clacton.



"ROYAL EAGLE"

Royal Eagle was one of the most popular Thames steamers with a large "sun deck" built above the promenade deck.

The Merchant Navy

These "Eagle" ships, *Golden Eagle*, *Crested Eagle* and *Royal Eagle* had a high turn of speed, and were always popular. The first ship carried troops during the Great War, the second was introduced shortly after that catastrophe, and was the first oil-fired paddler on the River, while the *Royal Eagle* was the first with a large sun-deck above the promenade.

Crested Eagle was lost at Dunkirk in June, 1940.

Until shortly before the last war there were also the Belle fleet of paddle steamers, some of which were acquired by the New Medway Co. There were also the world-famous large ships, *Koh-i-Noor* and *Royal Sovereign*, and these used to run round as far as Deal and Dover on occasions.

CHAPTER XXXVIII

Paddle Steamers

"Come you back to Mandalay,
Where the old Flotilla lay;
Can't you 'ear their paddles chunkin' from
Rangoon to Mandalay?"

THERE are several large paddle ship owners in Great Britain over and above those already mentioned.

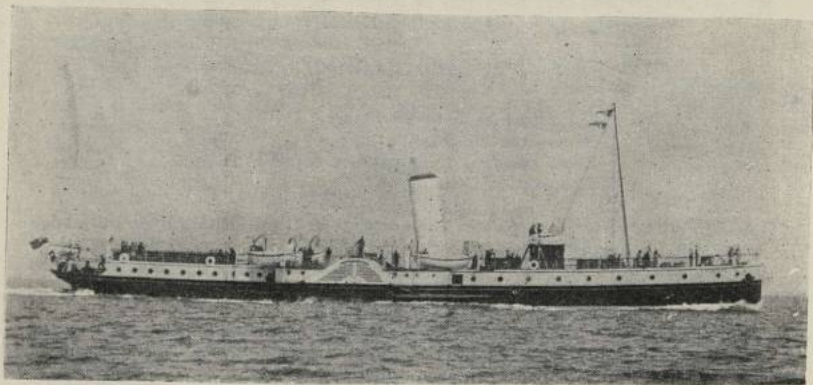
The principal advantages of the type are the ease with which they can be handled in coming alongside and clearing piers, compared with the screw ship, and the increased stability caused by the greater width.

Their shallow draught and high speed made them admirable minesweepers during the Great War, and the Admiralty reinforced the large fleets which they took over by specially built ships on the same lines.

Contrary to general belief, paddle steamers are among the stoutest built of all, and they saw service in the Mediterranean and elsewhere, acting as transports as well.

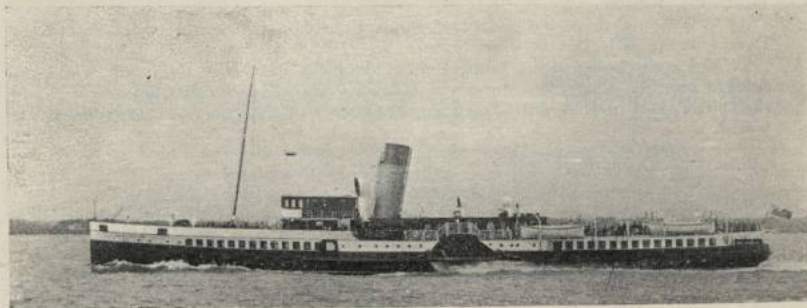
The side-wheeler is by no means dead, and some recent ships have been equipped with diesel-electric propulsion. They have an irresistible attraction to the ship lover.

Large numbers are owned by the Southampton, South of England and Isle of Wight Royal Mail Steam Packet Company Ltd., which is blessed with the longest title of



"BRIGHTON BELLE"

P. & A. Campbell serve the whole of the Bristol Channel and much of the South Coast with fine craft like *Brighton Belle*, here illustrated.



"WHIPPINGHAM"

The most modern paddler with cruiser stern is represented by this Southern Railway Company's *Whippingham*.

The Merchant Navy

all British shipping companies, and which for simplicity is usually referred to as the "Red Funnel Fleet". The headquarters are at Southampton, and ships run to south coast ports and the Isle of Wight.

In these waters also operate a large number of paddle steamers of the Southern Railway Company.

At Weymouth there is Cozens and Co., an old firm which run vessels round the Dorset and South Devon coasts.

Bristol is the home of the White Funnel steamers of P. & A. Campbell, who have a large number of services down the Bristol Channel, to South Wales and round the south coast of England. These ships are some of the finest of their type in the world.

CHAPTER XXXIX

Timber Carriers

BRITISH ships have been gradually pushed out of the timber trade, and over 80 per cent of the import of woods from Scandinavia is now carried in foreign ships.

When we have negotiated with the Soviet we have consistently refused to insist upon a clause which would at least guarantee to British ships a fair proportion of the carrying of the timber which we could quite well have secured from our own Dominions.

In fact, Soviet Russian ships had the monopoly of carrying all the timber which we imported from that country.

The use of steamers in the trade did not become very general until the time that the Customs duty on wood was removed.

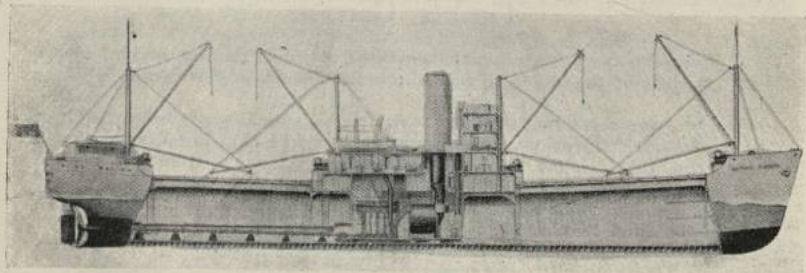
In recent years some two-fifths of our soft woods have been brought from Scandinavia.

Some figures regarding the Port of London are revealing:

Over 31 per cent of all our timber is shipped to London, and this amounts to about 1,800,000 tons.

Some 700 timber ships discharge annually in the Surrey Commercial Docks.

One ship may carry 250,000 "pieces" or 250 "parcels", made up of 100 different "sizes".



AN AUSTRALIAN VESSEL SPECIALLY DESIGNED FOR CARRYING TIMBER, SHOWING
LARGE HATCHES AND UNOBSTRUCTED HOLDS

Some Principal Types of Merchant Ships

550 "standards", which are approximately 1,400 tons, make up as many as 700 piles.

Much of the timber is carried on deck, and it is a difficult cargo, as it may shift in heavy weather and cause the vessel to take on a dangerous "list".

In addition to carriage on deck, vessels specially built for the trade have large holds without obstructions and very large hatches to facilitate the handling of the cargo. The accompanying photograph of the Australian ship *Matthew Flinders*, gives a very good example of the most up-to-date type of ship, and one which it is hoped will extend in numbers in the Merchant Navy.

In the old days many sailing vessels were employed in timber carrying, and they had large square holes cut in their bows through which the planks were passed into the holds.

The turret steamer patented in the early years of this century by Doxfords enabled timber to be carried on deck in conditions less dangerous than those prevailing on the ordinary timber carriers.

It must be borne in mind, however, that although the cargo may shift in the latter class of ship, the nature of it gives great buoyancy to the vessel, and numerous instances have occurred of ships, so laden, remaining afloat long after being torpedoed.

CHAPTER XL

Coastal Ships and Short Sea Traders

THE British Coastal trade has been falling into decay for a good many years.

There are only some 900 ships of this type to-day compared with 3,000 odd in 1914. The corresponding loss in trained seamen is even more serious, because, like the fishing fleets, they produced some of the finest seamen in the Merchant Navy.

Foreign competition has done a lot to bring about this dire result, advantages of trading having been accorded to them and denied to our own people.

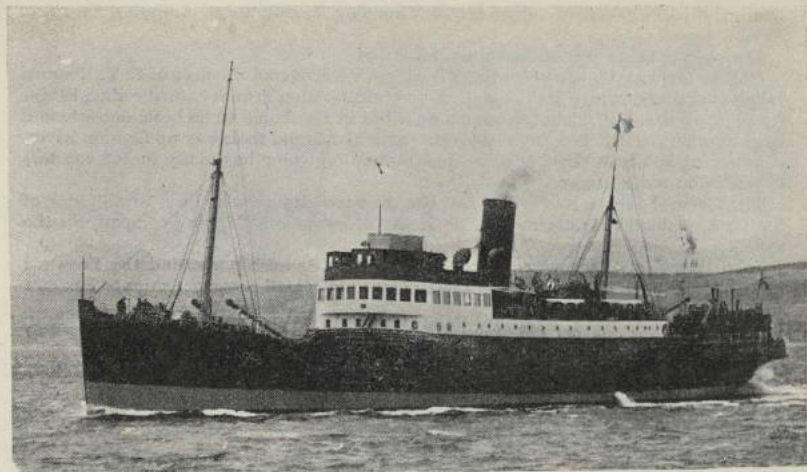
Road transport has also had a very serious effect.

On the other hand, in the last few years many of our fleets have been modernised and now contain a large proportion of very fine motor vessels. Rationalisation has been adopted, and Coast Lines Ltd. is a combine of many of the largest and oldest companies such as the British & Irish S.P. Co., Ltd., the Belfast Steam Ship Co., Burns & Laird Lines, and City of Cork S.P. Co., Ltd.

Some of these vessels should perhaps strictly come within the cross-Channel category, as they bridge the Irish Sea.

Coast Lines themselves have a large fleet of large modern motor coasters with engines aft, and these carry on a network of services for both passengers and cargo.

Coastal ships stand much buffeting, and a very high standard of navigation and seamanship is called for. In and out of ports and harbours in all weathers has produced a hardy type.



"BEACHY"

The Clyde Shipping Company carries on a regular service with ships like *Beachy* shown here, a passenger and cargo ship of some 1,600 tons.

The Merchant Navy

Coastal passenger services are run by the Aberdeen Line, Clyde Shipping Co., Carron Line, Tyne-Tees Shipping Co., London & Edinburgh Shipping Co., and others.

Most of the ships eventually come to London.

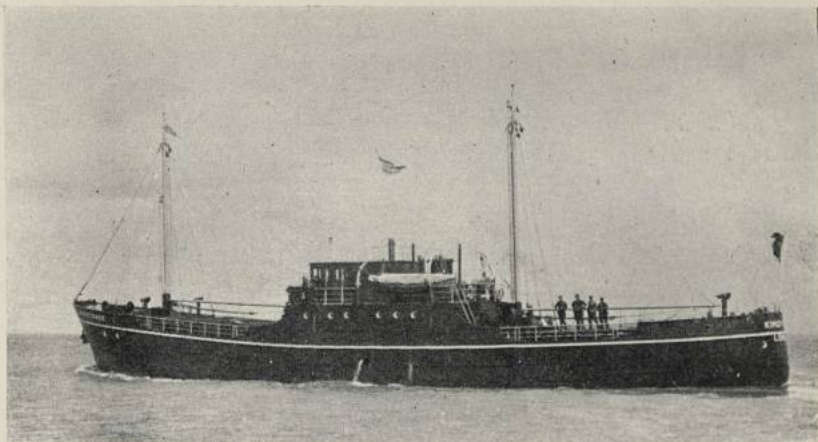
Of the smaller type of coaster there is a large variety, and the fleet of F. T. Everard is one of the largest and best known. A very old London firm, it owned sailing barges for many years, but when foreign competition in the home trade became acute and large numbers of Dutch motor coasters in particular found their way up London River, it launched out on a large building programme and now has many motor coasters of from 400 to 600 tons.

The General Steam Navigation Co. has over seventy regular lines to all parts of the Continent and Mediterranean. It is the oldest steam-shipping company in the world.

John Bruce, of Glasgow, run regular services to Spanish ports, and the Yeoward Line, of Liverpool, is an old-established firm running small passenger ships to Madeira and the Canary Islands.

MacAndrews is another old firm with ships trading to Spanish and Mediterranean ports.

To the Baltic via the Kiel Canal, in peace-time run the fine ships of the United Baltic Corporation which sail from the Upper Pool of London.



"KINGFISHER"

Kingfisher is a smaller type of modern motor coaster and belongs to the General Steam Navigation Company of London.

CHAPTER XLI

Cable Ships

THE first commercially successful marine cable was laid in 1850-51, by the steam tug *Goliath*, which had been especially adopted for the task.

It was laid between St. Margaret's Bay, near Dover, Kent, and Sangatte on the opposite coast.

Another cable was paid out between Kent and Belgium in 1853.

The ship employed on this occasion was *William Hutt*, a collier.

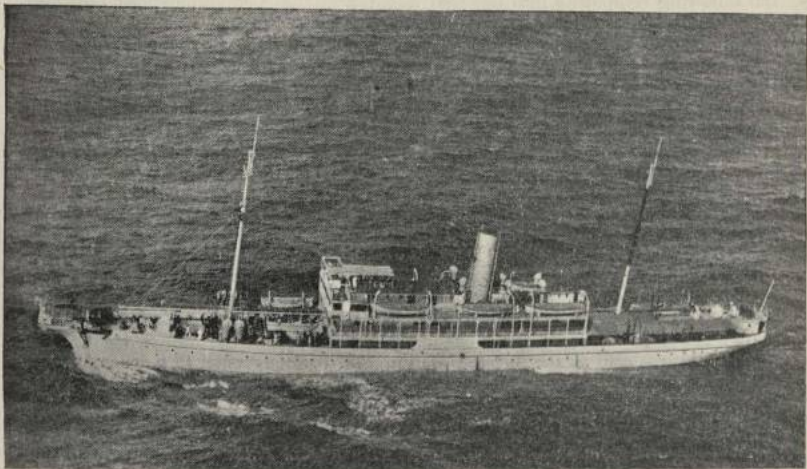
The distance was some 70 miles, the cable weighed 500 tons and took nearly three days to coil into the ship.

The first Atlantic cable was laid by the "great failure", *Great Eastern*, of some 20,000 tons, in 1861.

In the next decade the cable layer became a distinct type, and great advances were made. *Faraday* was the first ship built with the definite object of this employment. This was in 1874, for Messrs. Siemens. She had her engines aft, was re-boilered in 1909 and was only sold in 1923. Even then her hull was found to be so staunch that instead of going to the shipbreakers she was sold again as a coal hulk, and did duty at Algiers as *Amalcoal* until 1931, when she went to Gibraltar to carry on the same grimy occupation.

The British Government went in for the trade, and His Majesty's Postmaster General had a considerable fleet.

The Eastern Telegraph Company was a well-known concern and was merged with



"RECORDER"

This aerial view of *Recorder* gives a good idea of a cable ship, showing the bow sheaves over which the cable is paid.

The Merchant Navy

the following companies into Imperial & International Communications Ltd. some years ago. This firm later became known as Cable & Wireless Ltd.

Most of the ships are comparatively small, and are built on yacht-like lines, and have large tanks in the hull in which are curled new cables when it is necessary to lay afresh. They are very wonderful vessels, and are floating "boxes of tricks".

They have bow and stern sheaves over which the cable is paid, almost invariably over the bows when laying. They can steam as little as one knot when required.

Much of their time is taken up with locating and repairing broken or damaged cables, for which they grapple and bring up to the surface and so on board for new sections to be inserted.

The accommodation for officers and men is of a high standard, and the life exacting.

In times of war, cable layers are regarded as ships of war and liable to be sunk at sight.

The largest ship of the type in the world was *Dominia*, built in 1926 for the Telegraph Construction and Maintenance Co., Ltd. She was a four-masted vessel, painted grey and with a single large buff funnel. She was frequently to be seen at the company's moorings off Greenwich.

Dominia was sold to the Soviet Union in 1937 for conversion to a general trader.

There is another *Faraday*, not unlike her famous predecessor in appearance and measuring some 5,533 tons.

The annual loss to trawlers' gear has been estimated at some £50,000 caused solely by nets being caught on cables lying on the sea bed.

Accordingly much experimental work had been going on for some years prior to the outbreak of the second Great War.

The Western Telegraph Co. had devoted particular attention, and their vessel, *Lord Kelvin*, was fitted out with a kind of "sea plough" which literally ploughed the sea bed and laid the cable in the hollow so made.

Some Principal Types of Merchant Ships

The furrow was some 20 inches deep, but it was hoped later to extend this to a depth of 3 feet.

To draw this plough along the bottom of the sea, the ship was equipped with the longest chain in the world. It measured 4,200 feet and was made up of 12,000 nickel links, each of $3\frac{1}{2}$ pounds in weight and each capable of withstanding a strain of some 29 tons.

Thus in all ways Britain has led all along the line in this type of shipping.

CHAPTER XLII

Tugs

THE history of some of our existing tug companies goes back to the very earliest days of steam, and, in fact *Comet*, of 1812, was herself employed as a tugboat on the Clyde canal.

William Watkins, of London, is a very well-known firm dating back to 1833. It was one of their vessels which figured in Turner's famous picture of the *Fighting Téméraire* being towed to her last berth.

It was their famous *Anglia* which in 1866 towed Cleopatra's Needle from Ferrol to London. This was a remarkable craft, and on account of her three lofty funnels she was popularly known as "Three-fingered Jack".

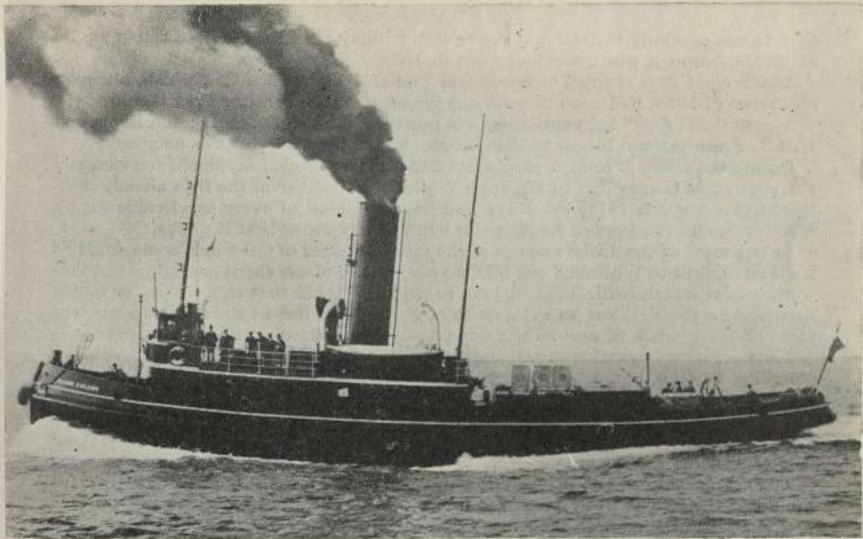
Watkins tugs towed *Cutty Sark* on her first voyage to London in 1869 and again on her last voyage when she came round to Greenhithe in 1938 to join up with the *Worcester* as a training ship for Merchant Navy officers.

The first marine cable ever laid, that between St. Margaret's Bay, near Dover, and the French coast, was carried by a tug in 1850-51.

She was named *Goliath*.

Some of the very earliest excursion steamers were employed as such only during the summer season when their normal duties of tugs permitted them to do so.

Conqueror was the last paddle tug built for London work. This was in 1884. She used to be painted white and had two tall yellow funnels, and in summer months she



"FLYING FALCON"

One of the modern tugs owned by the Clyde Shipping Co. Ltd. She registers 283 tons, is 110 feet long and was built in 1934 by A. & J. Inglis Ltd., Glasgow. She is a good example of the tugs used on the Clyde.

The Merchant Navy

used to run regularly to Deal and Dover with holiday-makers. She was still in service at Middlesbrough when war broke out in 1939.

Another old firm is the Thames Steam Tug and Lighterage Co., which, although registered in 1856, had been in existence for some half a century even then.

Alexander's "Sun" tugs are among the most frequent sights on London River, and H.M.S. *President* was towed to Blackfriars in 1922 by a ship of this company.

During the Great War tugs of all sorts and sizes performed invaluable service, and this again was largely due to Mr. John Watkins, a member of the firm already mentioned. In August, 1914, the River had been denuded of every serviceable tug by Whitehall, and the Port of London was left to carry on as best it might.

As the work of the docks was one of the most essential of the whole campaign, this gentleman went to Whitehall and told the authorities of the chaos prevailing and that work was at a standstill. He took long to persuade them that this was so, or that it mattered in the slightest to them or to anybody else, but in the end they saw the force of his arguments, and he was appointed a consultant on all such matters.

Their services were ubiquitous, and especially good work was done by the Downs Boarding Flotilla, based on Ramsgate and elsewhere. Their duty was to intercept all ships passing through, and at first so arduous were their duties that the vessels spent three days at sea to one in harbour.

In all weathers the patrol was maintained, and many tug skippers were granted commissions as Lieutenants R.N.R.

The seamanship of tug skippers is universally acknowledged, and the little ships are doing their great work once more under war conditions.

A.R.P. training adds to their many responsibilities.

Of the ships themselves and their duties there need not be much said as the latter are more or less obvious, and tugs are much the same all over the world. Naturally they vary in size according to whether they are designed for river, sea or ocean work.



"DANUBE IV"

Danube IV of the Tilbury Contracting & Dredging Co. Ltd. is a type of tug which is seen in large numbers on London River. The small mainmast close up to the funnel is characteristic. She measures 239 tons and is 110 feet long.

The Merchant Navy

Some are required for hauling long streams of barges up and down rivers, others are for assisting large ships in or out of their berths, and others yet again are fitted for salvage work or deep sea towage.

British tugs have some wonderful achievements to their credit, but speaking as a whole they have not been designed so much for long distance towage as have, say, the Dutch, which have always specialised in this class of work.

The Ocean Salvage Company is a well-known concern with ships of this kind, and unfortunately they lost their most modern shortly after the present war broke out.

Steam is giving way to diesel, although at the moment the latter is confined as a rule to the river tug. The first British diesel-electric craft was *Acklam Cross*, built in 1933 for Tees Towing Co., Ltd.

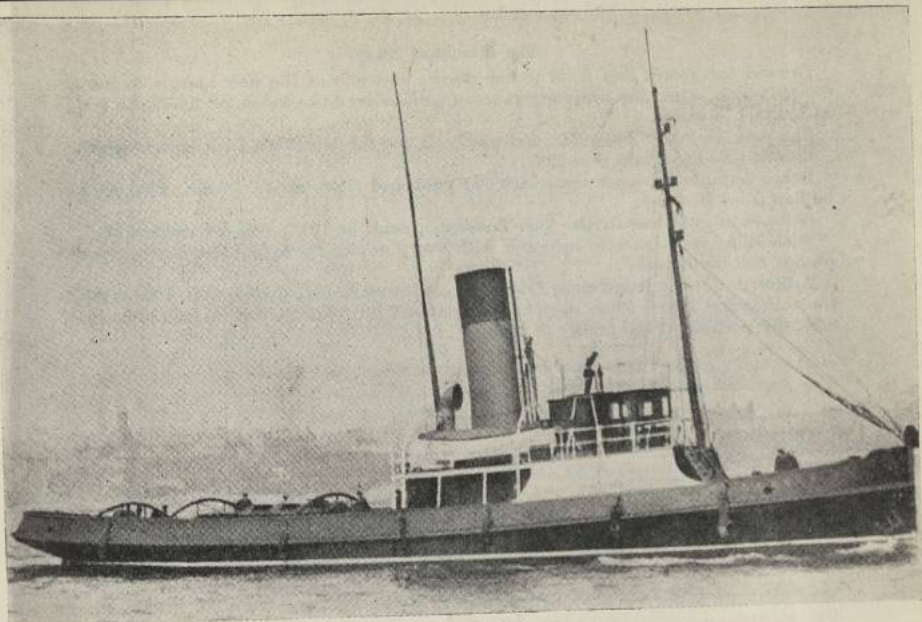
The legends under the accompanying photographs and the list of some of the tug owners will tell the rest of the story.

Not only is the most exacting seamanship called for, but a very great knowledge of strains, ropes, effects of weights and so on is needed. Towing is always a tricky business, one of the least liked of evolutions in practice, but to pass a line to a ship in need and still more to maintain it there against all the stress of wind and sea, calls for a very special courage and technique. A very famous British tug was *Aid*, which used to tow the Ramsgate lifeboat in days gone by to wrecks on the Goodwin Sands.

War has not lightened the task of the "maid of all work".

Salvage Ships

In addition to many large-sized tugs which are fitted for deep-sea salvage operations, there are a certain number of craft specially designed for this purpose. The Liverpool Salvage Association and the Glasgow Salvage Association are prominent in this business.



"GEORGE V"

George V is owned by Redhead & Dry's Tugs Ltd., a Firm well known on the North-East coast. She is used for sea as well as river work and is just about the same size as the large London tugs.

The Merchant Navy

Britain has many fine feats to her credit, and one of the best-known craft was *Orphir* which, when she was forty years old, discovered the wreck of *Lusitania* lying in 309 feet of water.

She was originally *Pole Star*, and was built for the Northern Lighthouse service.

She was sold to Turkey in 1939.

Other notable salvages were £400,000 gold and silver from *Oceana*, £300,000 in bullion from *Malabar*.

Salvage of gold lost in the liner *Laurentic*, sunk in 1917, was a notable feat.

Such ships are naturally equipped with every device for lifting and buoying with pumps and diving gear.

Although not a salvage ship, *Zelo*, of the Pelton S.S. Co., was equipped for raising the submarine *Thetis* when she sank on trials off the Welsh coast in 1939. She successfully performed the task.

CHAPTER XLIII

Ferries of all Kinds

FIRST in importance come the train ferries. During the Great War the port of Richborough, near Sandwich, in Kent, was opened, and a tremendous amount of war material was shipped to the Allied Armies in France and Belgium. Among the ships using the port were three specially designed train-ferries of large size.

They carried goods wagons direct from all part of Great Britain to the other side of the Channel.

When the war ended, Richborough was allowed to silt up again, but the three vessels were taken over by the London & North Eastern Railway (as it later became), and ran until September, 1939, between Harwich and Zeebrugge, bringing fresh vegetables from the Continent.

The experiment was a success, and a few years before the present war the Southern Railway came to an agreement with the French State Railways for the construction of large docking facilities at Dunkirk and Dover.

Much work was entailed building special bridges and docks to provide accommodation for three large train and car ferries which the company had decided to build.

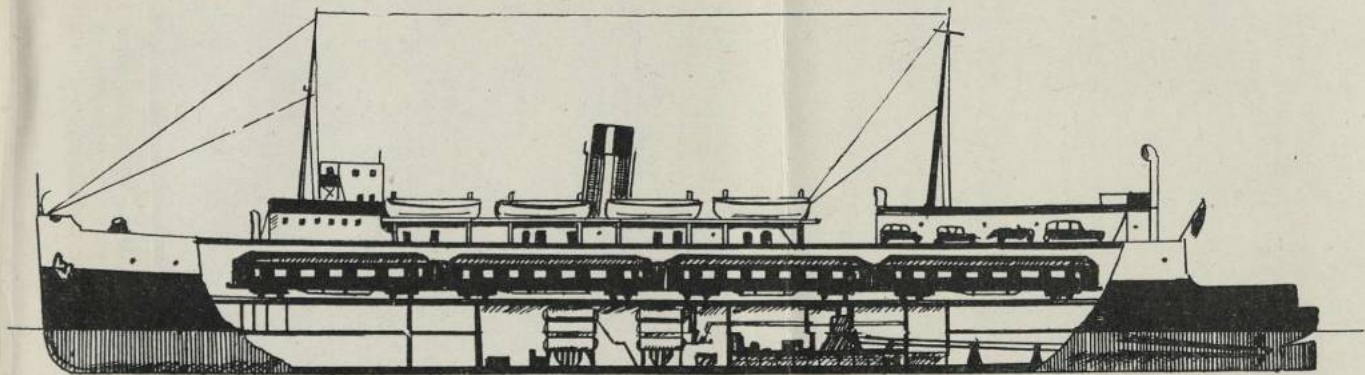
These were *Hampton Ferry*, *Shepperton Ferry* and *Twickenham Ferry*, and a drawing of them can be seen accompanying this chapter.

In addition to providing space for 2 passenger coaches or 40 goods wagons, there was a large garage for 25 cars on the upper deck, and comfortable quarters for 500 passengers.

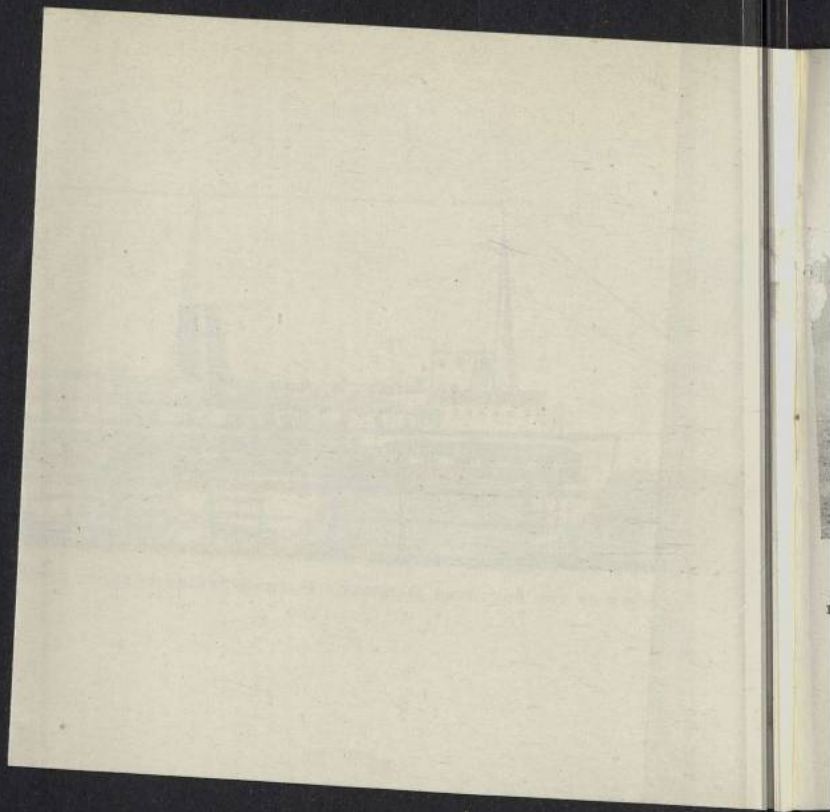


"AUTOCARRIER"

Autocarrier, of the Southern Railway, is a car ferry between Dover and Calais. She has passenger accommodation also.



ONE OF THE SOUTHERN RAILWAY'S DOVER-DUNKIRK FERRIES, CUT OPEN TO SHOW POSITION OF TRAIN AND GARAGE





"LYMINGTON"

Lymington is a passenger and vehicle ferry belonging to the Southern Railway and running between the mainland and the Isle of Wight.

The Merchant Navy

They are fine ships, although, like all of their type, not particularly comfortable to travel in during heavy weather, as their high sides and heavy cargo cause them to roll somewhat heavily.

The little ship *Forde* was a pioneer in the cross-Channel motor-car ferry business. Owned by Messrs. Townsend, she was originally a Naval minesweeping sloop, but was converted into a ferry capable of carrying some 34 cars and 200 passengers. She ran from the Eastern Arm at Dover to Calais daily up to the outbreak of the war. In her case the cars are handled by the cranes or derricks of the ship herself, while in the case of the large Southern Railway ships, they drive straight into the garage.

Following on the success of the *Forde*, the Southern Railway placed in service the *Autocarrier*, which can carry 35 cars across daily.

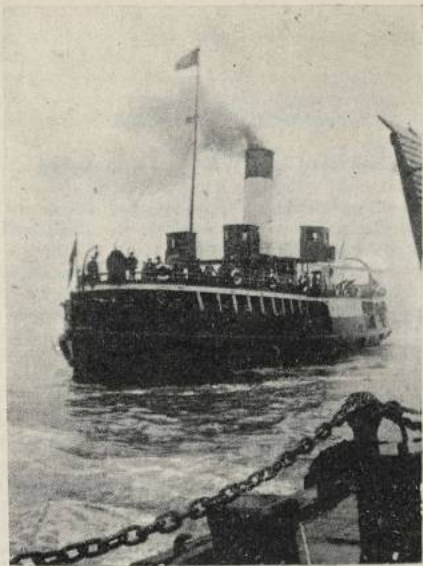
Large ferry steamers travel across many times daily between the mainland and the Isle of Wight. They are double-ended and carry vehicles as well as passengers.

There are many other ferries in service such as the Woolwich Free Ferries, which travel backwards across the Thames between Woolwich and North Woolwich.

The volume of traffic carried is enormous, and they have a tall, very thin funnel at either end. They also are double-ended and carry vehicles in addition to passengers and small boys who spend as long as they can without being ordered off, in travelling backwards and forwards from one side of the River to the other.

A considerable fleet of fast ferries runs between Liverpool and Birkenhead, and it was two of these ships that became world famous in the last war for their exploits at Zeebrugge, *Royal Iris* and *Royal Daffodil*.

To be a member of the crew of a ferry steamer may not be very romantic nor full of glamour, but it is one of the most wearying of all, and calls for the highest qualities of seamanship and nerve. In all weathers, including fog, the little ships cross over the shipping lanes at the most congested parts of all, whether it be across the English Channel or across a river.



"J. FARLEY"

J. Farley is a ferry engaged in the River Mersey; ships of this type took part in the Zeebrugge Raid in 1918.

CHAPTER XLIV

Harbour and Canal Craft

MORE ships which do not capture the public imagination are those in service at docks and ports. Nevertheless their work is unending, and without them the large ships could not move.

Excluding the tug which is discussed elsewhere, the foremost of these utility craft is the dredger.

Ungainly to look at, it is difficult to conceive that a skipper could be proud of such a vessel, but he usually will not hear one word said against her. At work they sound like lost souls as they drag up the mud from the bottom of the sea or river.

There are many types, and in all of them Britain has led the world in construction, and British-built dredgers are all over the world.

A *Hopper Dredger* is one which is self-propelling, and which disposes of its own spoils. Others transfer the mud to barges called *hopper barges*, and these go out to sea or are towed out by tugs to deep water where the bottom opens and the unsavoury cargo drops out.

The general principal is that buckets are attached to an endless band and these are set at such an angle that they scoop the mud up from the sea bed then tip it into the dredger's hold or into barges alongside through chutes.

Other types are suction dredgers which suck up the sand through long pipes,

Some Principal Types of Merchant Ships

sometimes from as deep as 70 feet or more, and some of them are capable of handling 10,000 tons in less than one hour.

Smaller kinds cut away rock or canal banks, and they are really very wonderful craft.

Although they cannot be strictly termed ships, grain and coal elevators are also seen in many ports, and some of the former have an output of 2,500 tons an hour.

The wonderful canal system of this country has been neglected for too many years. During the last war they were opened up, and a tremendous pressure taken off the roads and railways. The Grand Union Canal in the last few years has worked miracles, and many miles of canal banks have been built, locks re-built and the entire system modernised. It starts at the Regent's Canal Dock, in London, and the whole system is nearly 300 miles in length, going right up to Leicester and Nottingham. Altogether there are over 4,000 miles of canal in England and Scotland, and some 12,000,000 tons of merchandise are carried over them in a year.

Canal barges are of all types, large and small, but much has been done in recent years to modernise and increase fleets, and there are many motor craft employed on them.

In all large ports and docks there are little ships carrying fresh water, sometimes as much as 400 to 600 tons at a time, and most important they are too.

Pilot cutters, both motor and steam, are familiar sights round our coasts. Trinity House craft based on Dover or London are smart ships with a tall, raking funnel and black lifeboats. In these ships a number of pilots wait for the incoming or outgoing vessels, and they have to stand up to some very heavy weather.

Other pilot cutters are owned by various authorities, such as the Northern Light Commissioners, Scottish Commissioners, etc., or by port authorities.

The Merchant Navy

Many of the pilot cutters are motor-driven to-day and they vary in size according to their stations.

In addition to owning many of these ships, the Corporation of Trinity House have a number of special tenders for laying or raising buoys, marking wrecks and taking reliefs to the many lightships under their control.

The Trinity House ships wear the Red Ensign with the Corporation badge in the fly, and cover some 100,000 miles a year on the average.

CHAPTER XLV

Other Special Types

BRITAIN has never gone in much for iron-ore carriers as a special type. Much of the trade is in the hands of Sweden. Naturally much ore is carried in British ships, but comparatively few are employed exclusively on this job.

River Aston and *River Lugar*, of Messrs. Campbell, are recent examples. They measure some 10,000 dead weight tons, and have engines aft, generally resemble tankers in appearance, and have very large holds and hatchways.

Cement carriers are usually of a small size, round about 1,200 tons, and there are very many smaller coastal cement barges, steam, motor or sail.

Liquid asphalt is a cargo carried in ships generally resembling small tankers, although there are a few quite large ships now engaged in this quaint trade.

Special methods of storing and handling are necessary for dealing with rolls of paper for newsprint, much of which comes from Newfoundland. The Donaldson Line has specialised in this trade for many years. The ships of the Bowater's Pulp and Paper Co. come right up to Purfleet, on London River, and the Markland S.S. Co. carry it between Newfoundland and New York.

Still another ship, which, while carrying general cargo in addition, is really a specialist, is the phosphate carrier.

The British Phosphates Commissioners have several large ships which carry phosphates from Nauru and Ocean Island to Australia and New Zealand. Special loading gear is necessitated at the ports, and for this reason special mooring winches and moor-

The Merchant Navy

ing laying gear is incorporated in the vessels equipment. This enables them to be loaded quickly while lying off shore, and in consequence of some of this gear being on the forecastle head it is necessary to build them with clipper stems, and they somewhat resemble cable layers in appearance.

British Ships in China Seas

Many British ships spend their whole life, trading in China seas, and they are almost entirely manned by British officers but with native crews.

Prominent companies engaged in the trade are the Indo-China Steam Navigation Co., better known as Jardine, Matheson & Co. and the China Navigation Company (John Swire).

They carry large numbers of passengers, both European and native, and both companies, in addition, have many smaller ships engaged up the Yangtze River for many miles. Those belonging to the former company are painted with yellow hulls and they are smart, fine ships, well-suited for showing the flag in this part of the world.

Many have been the occasions when ships of both companies have been attacked by pirates, and in consequence the life is somewhat hazardous.

There are other smaller British shipping companies with headquarters in Hong Kong.

Great Lakes Fleet

Canadian steel and motor vessels employed on the Great Lakes in 1939 numbered 204 with a tonnage of 535,228.

Of this number some 150 are of sufficient size to enable them to reach the sea through the various locks and canals.

CHAPTER XLVI

Clyde Shipping

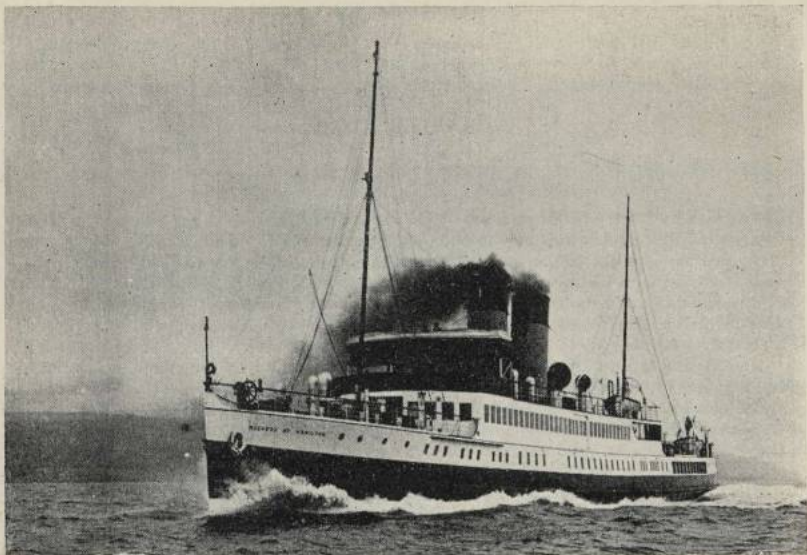
IN a class by itself are the famous Clyde excursion steamers. They are known to a large number of Americans who come over for tours of this country.

Clydeside, possibly on account of the great shipbuilding yards, has always possessed a number of almost fanatical ship enthusiasts, and the pride taken in the fleets is amazing. To such an extent is this carried that when, some years ago, a famous firm decided to change the colour scheme of its ships, popular indignation soon forced a reversion to the old.

MacBaynes is one of the oldest and best-known firms who for many years have run services on the Clyde and to the Western Isles. A few years back the fleet consisted of a considerable number of splendid old paddle steamers such as the *Iona* and *Columba*. The age of some of these was amazing considering their strenuous life and they were almost as good as when they came out. Now these have been replaced by modern ships, mostly diesel or diesel-electric.

The Clyde paddler is an institution, and there are still many in existence, some old, and others fine modern ships built in recent years by the London, Midland & Scottish Railway Co. Most of them bear names of popular predecessors such as *Juno* and *Jupiter*. The Caledonian Steam Packet ships are now merged with the railway steamers.

Another famous firm is that of Williamson & Buchanan whose turbine steamers



"DUCHESS OF MONTROSE"

Duchess of Montrose is a splendid example of the modern Clyde turbine steamer. She belongs to the London, Midland & Scottish Railway Company.

Some Principal Types of Merchant Ships

are equally as well loved as the paddlers. *Queen Alexandra* and *King Edward* were the first turbine steamers in this part of the world, and indeed, in any other.

McAllum Orme with their *Dunara Dastle* and *Hebrides*, is another well-known Glasgow firm, and the old Campbeltown & Glasgow S.P. Co. is now merged with Clyde Cargo Steamers and termed Clyde & Cambeltown S.P. Co.

The road transport has cut into this business, as into many others, and how long the ships will be able to hold their end up is a matter for conjecture not unmixed with foreboding.

CHAPTER XLVII

Cruising Ships

THE first ship sent on a cruise apart from a definite run on an established line is believed to have been the *Tagus*, a P. & O. ship sent in 1843 on a special cruise to the Black Sea.

The first ship actually designed for cruising was the sailing vessel *Nightingale*, of 1851.

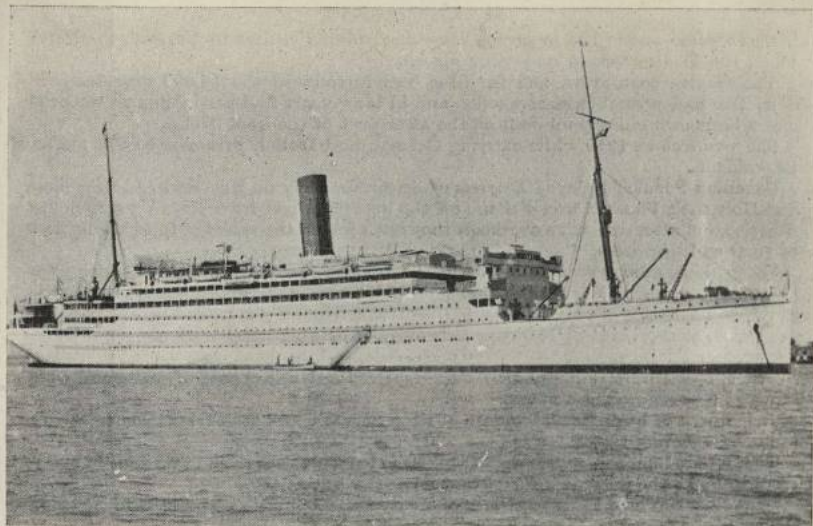
The Wilson Line, however, may have sent out ships on "pleasure bent" before this.

One of the pioneers in the business was the North of Scotland & Orkney & Shetland S.S. Co., Ltd. *St. Sunniva* was built with the idea of taking passengers on pleasure cruises to the Norwegian fjords as far back as 1887. A new ship bears the same name, and carries on the tradition for beauty of her predecessor, being built on yacht-like lines with clipper stem, bowsprit and figurehead.

Royal Mail Steam Packet Company was another pioneer in the business, and the *Arcadian*, a beautiful twin-funnelled ship, was converted and employed purely on cruising before the Great War, during which she was unfortunately sunk.

After the war this company again entered the business by re-naming *Asturias*, which had been serving as a hospital ship, *Arcadian*.

When she had seen a few years' service in this capacity she was disposed of and succeeded by the larger *Andes*, which was extensively altered, painted white and re-named *Atlantis*.



"ATLANTIS"

Atlantis is one of the most popular vessels engaged exclusively on cruising. She was one of several similar Royal Mail ships on the South American run and had cranes removed abaft the island bridge to make space for a swimming pool.

The Merchant Navy

She became one of the most popular ships running cruises to Norway, the North Cape, the Mediterranean and other places.

The fashion soon grew, and the Blue Star introduced the 16,000 tons *Arandora Star*. She had several extensive refits, and in later years had her mainmast removed and a large swimming pool built on the after part of the boat deck.

She was lost in 1940 while carrying German and Italian prisoners to Canada for internment.

Canadian Pacific employed *Empress of Australia* solely on this work, and Lamport and Holt took *Vandyck* and *Voltaire* off the passenger run from New York to South America and after extensive overhauls they both joined the ranks of the growing fleet of great white cruisers.

When depression began to get its grip upon the trade of all nations ships were laid up in hundreds. In order to keep some ships employed, many British companies ran vessels for trips of varying duration, and even when times looked up again, many ships were sent on cruises during periods of quiet or when they were not required on the regular services.

Giants like *Mauretania* and *Belgenland* received a dazzling coat of white and were sent to all parts seeking the sun.

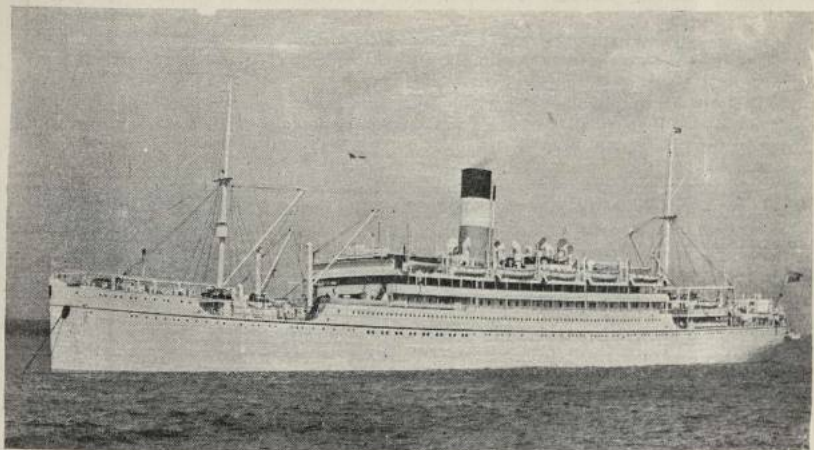
Jaded men of business and women of tired nerves could seek relaxation to satisfy the most exacting tastes.

To kill boredom, companies went to extreme lengths; everything was done in many cases to make the passenger forget that he or she was at sea.

In at least one case the upperworks of a very famous liner were painted to resemble the walls of country cottages with flowers trailing up to the roof.

While grateful for being kept employed, there is no doubt that the feelings of British seamen can best be left to the imagination.

However, things began to take on a somewhat healthier complexion, and the



"VANDYCK"

Vandyck and *Voltaire* were two Lamport & Holt ships also engaged solely on cruising. Unfortunately *Vandyck* has been lost during the present war.

The Merchant Navy

cruising business gradually developed, until it became one of the most lucrative of all.

Short week-end trips were run by some of the railway companies, Canadian Pacific "Empresses" were sent annually for a world tour, and P. & O. and Orient liners were to be seen in all parts of the world.

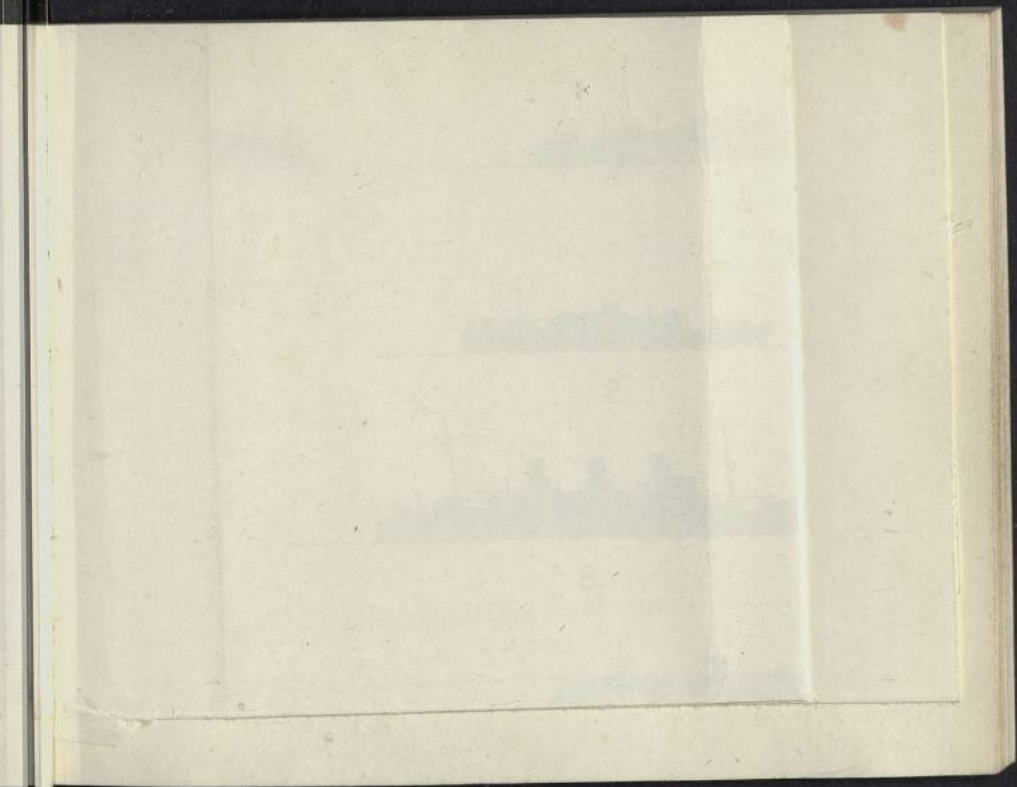
In addition to all this, most of the large Lines made arrangements by which joy-seeking travellers could travel by liners engaged upon the regular services to certain ports, there to spend a short time and come home again by another vessel of the company.

The great cruising liners exclusively devoted to the business are very lovely things, with one or more open-air tiled swimming pools, with all the accommodation placed at the disposal of a comparative few, with food of the finest quality and organised games, competitions and excursions.

The world was quick to follow the example of Great Britain, and in fact Germany liked it so much that she built giant liners to carry workers on "Health through Joy" cruises, and incidentally to carry troops in time of war.

Of the cruising business in moderation there is nothing but good to say, but carried to excess one might be pardoned for exclaiming, "*C'est magnifique mais ce n'est pas la mer*", or perhaps even for quoting the following parody:

"I must go down to the sea again, to the lonely sea and the sky,
And all I ask is a ship done up to look like the land that's dry,
With a palm lounge and a ballroom floor and the loose legs shaking,
And a bedroom suite with a bath complete and a bed for the morrow's
waking."





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COMPARATIVE SIZES

CHAPTER XLVIII

Silhouettes to Show Comparative Sizes of Typical Vessels Engaged on Various Trades and Services

(Reading from left to right in 7 rows.) Tonnage to nearest 100.

1. *North Atlantic Express Mail and Passenger.* "QUEEN MARY", of Cunard White Star. 81,200 tons. 1,020 feet overall. $31\frac{1}{2}$ knots.
2. *North Atlantic Cabin Class Liner.* "BRITANNIC" and "GEORGIC", of Cunard White Star. 26,800 and 27,800 tons. 712 feet overall. 18 knots.
3. *South Atlantic (S. America) Mail and Passenger Liner.* "ALCANTARA" and "ASTURIAS", of Royal Mail Line. 22,200 tons. 658 feet overall. 19 knots.
4. *South African Mail and Passenger Liner.* "CAPETOWN CASTLE", of Union Castle Line. 27,000 tons. 734 feet overall. 20 knots.
5. *West African Mail and Passenger Liner.* "ABOSSO", of Elder Dempster. 11,300 tons. 457 feet. 15 knots.
6. *Australian Mail and Passenger Liners.* "ORION" and "ORCADES", of Orient Line. 23,500 tons. 665 feet overall. 21 knots.
7. *New Zealand (via Panama Canal) Mail and Passenger Motor Liner.* "RANGI" class of the New Zealand Shipping Co. 16,700 tons. 550 feet overall. 15 knots.
8. *Trans-Pacific Mail and Passenger Liner.* "EMPERESS OF JAPAN", of Canadian Pacific. 26,000 tons. 666 feet overall. 24 knots.

The Merchant Navy

9. *Indian Mail and Passenger Liner*. "VICEROY OF INDIA", of the P. & O. Turbo-electric. 19,700 tons. 612 feet overall. 20 knots.
10. *Ceylon and Burma Mail and Passenger Motor Liner*. A typical Bibby liner. 11,700 tons. 483 feet long. 15½ knots.
11. *Far Eastern Mail and Passenger Liner*. "ANTENOR" class; Blue Funnel liner. 11,300 tons. 500 feet long. 15 knots.
12. *Cruising Liner*. "VOLTAIRE", of Lamport & Holt. 13,200 tons. 535 feet overall. 15 knots.
13. *West Indian, Fruit, Mail and Passenger Liner* of Elders & Fyffes. 6,700 tons. 425 feet long. 14 knots. 180,000 cubic feet of refrigerated space.
14. *Refrigerated Meat Carrying Motor Liner* of Blue Star Line. 11,000 tons. 548 feet overall. 16 knots.
15. *Typical Cargo Liner* engaged on N. Atlantic service. "BEAVER" class of Canadian Pacific. 10,000 tons. 512 feet overall. 15½ knots.
16. *Typical General Type Cargo Liner* engaged especially on world-wide trade. 5,000-7,000 tons. About 450 feet long. 13 knots.
17. *Typical Passenger and Cargo Liner* employed round British coasts. About 2,000 tons. 300 feet long. 13-14 knots.
18. *North Sea Passenger and Mail Liner*. "AMSTERDAM" class of L.N.E.R. 4,200 tons. 366 feet over all. 21 knots.
19. *Train and Car Ferry*. "HAMPTON FERRY" class of Southern Railway. 2,900 tons. 360 feet long. 16½ knots. 12 coaches or 40 wagons and 25 cars.
20. *Cable Vessel*. "FARADAY", of Messrs. Siemens. 5,500 tons. 394 feet long. 4 cable tanks.
21. *Typical Motor Tanker*. About 8,000 tons. 460 feet long. 13 knots.
22. *Typical Paddle Pleasure Steamer*. 600-1,000 tons. 300 feet long. 16-18 knots.
23. *Typical Trawler*. 400 tons. 160 feet long.

CHAPTER XLIX

Hospital Ships

THE provision of suitable ships to act as hospital tenders furnishes yet another call upon the British Merchant Navy in time of war.

It naturally depends upon the severity or duration of the campaign as to how many vessels may be required.

For this service it is desirable to have fast liners to reduce the passage from the seat of war to the minimum. It is also necessary to have ships of the highest class to supply the necessary accommodation both for wounded men and for the medical staff.

While many ships are marked down for this task long before a war breaks out it usually transpires that as a campaign extends to wider spheres, other craft have to be brought in. In the former case all provision and planning can be done beforehand, but in the other event hasty improvisation has sometimes to be made.

It is no use sending a ship designed for the tropics into a climate bordering on the Arctic Circle.

At Dunkirk it was impossible for large ships to get alongside the pier and cross-Channel packets came in extremely useful, as they always do.

All these hospital ships are manned by officers and men of the Merchant Navy.

One of the earliest merchant ships to be taken up for this purpose and properly equipped was the *Maine*. She was a three-masted ship belonging to the Atlantic

The Merchant Navy

Transport Line, of London, and she was lent to the British Government in 1899 for service during the South African War. She was equipped from funds raised by the American Ladies' Hospital Ship Fund, a society of which Lady Randolph Churchill was the Chairman.

Such good work did she perform that when the Royal Navy wanted a permanent hospital ship for fleet work they purchased the former Pacific Steam Navigation Company's *Panama* and re-christened her *Maine*.

When the Great War came many ships were converted at once, and among these were the P. & O. *China*, *Sicilia* and *Soudan*, which served in the same capacity throughout hostilities under P. & O. officers, and with company's crew.

At other times this company had on service, *Syria*, *Egypt*, *Plassy*, *Morea*, *Delta*, *Devanha*, *Dongola* and *Kalyan*.

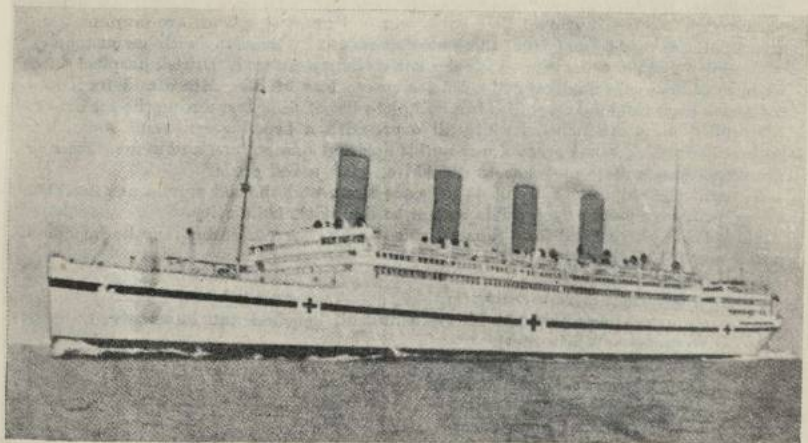
The giant *Aquitania* served for a period during the Dardanelles campaign, as did the largest British-built ship at that time, the 46,000 tons White Star *Britannic*. She had only just been completed, and was sunk by a mine.

The first vessel to be called up for war service in August, 1914, was the Bibby liner *Oxfordshire*. This was while on her way round from London to Liverpool on August 2nd. She was ordered back and sent to join the Grand Fleet as a hospital ship.

Later she served in this capacity in the Channel and Mediterranean and received the thanks of the Admiralty for the manner in which the wounded were conveyed from shore to ship at Gallipoli.

Owing to special needs of the Mesopotamian Force she was ordered to the Bombay-Basra service, finally leaving to serve on the East African coast.

During her more than three years' work as hospital ship she was never out of commission or rendered unserviceable by engine trouble, and she steamed 172,000 miles and consumed 50,000 tons of coal.



"AQUITANIA"
Aquitania during the Great War.

The Merchant Navy

This famous and beautiful ship was again taken over when war broke out in September, 1939.

Although by International Law ships engaged upon this work are immune from attack, all the world knows that this was disregarded by Germany with her customary contempt for obligations into which she has seriously entered. British hospital ships were sunk and attacked, sometimes with grave loss of life. Mines and torpedoes both took their toll, and appended is a complete list of ships lost during the great war.

Hospital ships are painted white all over, with a broad green band round the hull and three large red crosses, one amidships and one at bow and stern. Funnels are sometimes yellow and sometimes white, with a red cross.

At night the ships are fully lit as in peace time, and the red crosses are flood-lit. There has never been any possible reason to doubt their identity.

Mauretania also served for a time on this work of mercy, and it may be imagined how beautiful she looked.

Here are the losses.

Anglia (L. & N.W. Ry. Co.)

Asturias (Royal Mail). Twice attacked, beached and later salvaged.

Britannic (White Star).

Braemar Castle (Union Castle).

Donegal Castle (Union Castle).

Dover Castle (Union Castle).

Glenart Castle (Union Castle).

Gloucester Castle (Union Castle).

Guildford Castle (Union Castle).

Llandoverly Castle (Union Castle).

Lanfranc (Booth).

Warilda (British India).

Some Principal Types of Merchant Ships

The war effort of the Merchant Navy did not end with the provision of these large craft, for a large number of river vessels both at home and overseas were utilised. Shallow draught ships on the Nile and Mesopotamian rivers, and tenders nearer home.

Conveyance of wounded men from shore to ship in cases where the transport could not come alongside all came within their care.

In the present war, ships were once more brought into service, and up to the end of 1940 there had been nine cases of attacks on them by the same old enemy. Two of the ships were attacked on more than one occasion.

Royal Mail *Atlantis* was bombed heavily five times during operations off Norway.

Paris, of the Southern Railway, was attacked by three waves of bombers and sunk on June 2nd.

Brighton, of the same company, was holed by aircraft and run aground, and *Maid of Kent*, another Southern Railway ship, was set on fire.

There was no more melancholy sight during those dark days of June, 1940, than to witness the constant procession of white-painted vessels backwards and forwards across the Channel, or lying off the coast awaiting their turn to render what aid they could to the badly wounded men from Dunkirk.

CHAPTER L

Troopships and Trooping

THE transport of an expeditionary force entails the use of a vast number of merchant ships of all sizes and of all types. It largely depends upon the remoteness of the seat of war from the home country and upon the size and duration of the campaign.

The last Great War strained the resources of the Empire's shipping to a degree hitherto never conceived. After the landing of the first B.E.F. in France, large contingents of troops were brought from Canada, Australia, New Zealand, South Africa, India, Newfoundland and from all Colonies and dependencies.

Troops were taken in vast numbers to the Mediterranean, to the Dardanelles, to Mesopotamia and to every other part of the world.

All these forces had to be constantly supplied, fresh drafts had to be taken out, men had to be brought home on leave.

When the United States entered the war in 1917 two-thirds of the American troops were carried in British ships.

It has been estimated that to move a single Infantry Division overseas, some 166,000 net tons of shipping is needed. Taking as a fair average 4,000 tons for each ship, this means some 40 ships at least.

Now an Infantry Division numbers about 20,000 men. Think what it means to carry an army with all its equipment, provisions and stores.

In these days of mechanisation, the task is even heavier, and aircraft take up a lot

Some Principal Types of Merchant Ships

of space even if most of them are flown to their bases. Oil is an ever-increasing drain.

All this business is carried on by the Merchant Navy.

The purpose of this chapter, however, is to talk about the normal peace-time trooping of the British Army, because this is always going on, and at certain periods of the year drafts have to be taken out to Imperial stations overseas and battalions have to be relieved. For some considerable time before the Great War all this had been done by the Merchant Navy, and it is necessary to go back a bit into the past.

Right up to the outbreak of the war with Germany in 1914 trooping had been the responsibility of the Navy, which had its Transport Department at the Admiralty under a Director who was a Rear-Admiral.

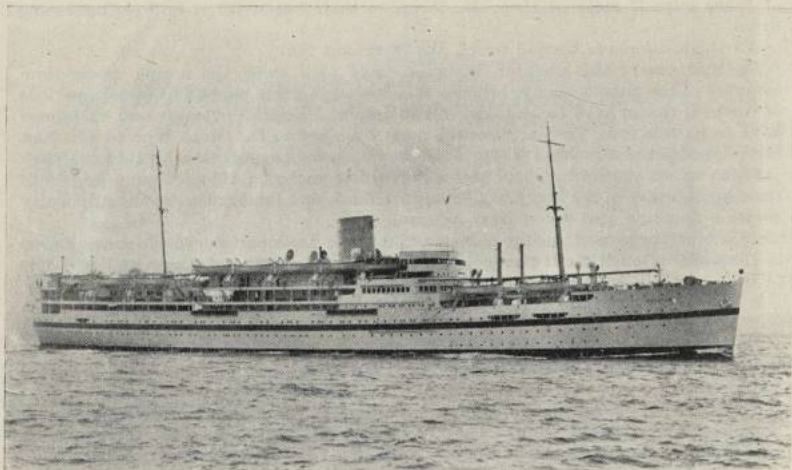
This department was the direct descendant of the Transport Board which originated in 1689. For a long time it also had to look after sick and wounded men and prisoners of war, but the Transport Service was cut clear of all this in 1862.

In normal times this service was maintained by commissioned warships known as "Troopers".

In 1880 there were commissioned ten ships for the purpose, and five of them were specially designed with this object in view. They were known as "Her Majesty's Indian transports", and more generally as the Great White Troopers.

They were distinctive-looking ships, with high freeboard and a large ram-shaped bow, and were painted white. They were all sister ships, and were distinguished by different coloured bands round the hull. *Crocodile* had yellow, *Euphrates* blue, *Jumna* red, *Malabar* black, and *Serapis* green.

These ships had large square ports and a small draught for passage through the Suez Canal. It was gradually realised, however, that they employed a large number of Naval ratings who would be more profitably used elsewhere, and the authorities began to turn, as always when in difficulties, to the merchant ships.



"ETTRICK"

Ettrick is a motor trooper belonging to the P. & O. and is almost identical to *Dunera* and *Dilwara* of the British India and to *Devonshire* of the Bibby Line.

Some Principal Types of Merchant Ships

Merchant ships had often been used for trooping in cases of emergency or when it was more profitable than to send out one of the large "Troopers". Ships of the East India Company always carried the troops of "John Company" itself, and very frequently "Royal" soldiers as well.

Blackwall frigates and famous sailing ships belonging to Duncan Dunbar, Money Wigram and Green's also served. The running of the early steamers in the Indian Ocean trade was found too costly by Whitehall.

Victoria, of the P. & O., was one of the first liners chartered for the Indian trooping in peace-time, followed by *Britannia* and *Dilwara*.

During most of the campaigns in Victorian times, merchant ships were used, especially P. & O.

It was in 1895 that shipowners were asked to tender for a general service as the old Naval troopers were proving uneconomical, and in fact the last, *Malabar*, was paid off in 1896.

The contract stipulated for ships of about 5,000 tons with a speed of about 13½ knots, and was for a period of six months. The owners were to manage and victual the ships in the normal way.

Once again the P. & O. were to the fore, and they decided to build three new ships, with specially high "tween deck" space with a view to their employment in the trooping business. These ships were *Assaye*, *Plassy* and *Sobraon*. The first two survived until after the Great War, but *Sobraon* was wrecked.

They were vessels of 7,400 tons and when not employed as troopers they ran in the Company's service to Calcutta and the Far East.

The British India followed suit and built *Neuralia* and *Nevasa*, always popular ships and which are still in service.

During the Great War the old organisation was in abeyance, and the continuous and pressing need was for ships, more ships and still more ships, regardless of their

The Merchant Navy

particular suitability for troop carrying. It must always be so to a great extent in times of National emergency.

During this period the Merchant Navy carried over 23,000,000 troops, 2,000,000 non-effectives (civilians, families, etc.). It carried 2,250,000 animals, 500,000 vehicles, 48,000,000 tons of British stores and some 5,000,000 tons of stores for the Allied forces.

In 1917 the Admiralty Transport Department was incorporated in the newly-formed Ministry of Shipping, and eventually became the Sea Transport Department of the Board of Trade. It remained thus until the second Great War broke out in September, 1939.

In peace time this department is responsible for all commercial shipping for the needs of the three fighting Services.

Trooping comes under three main categories. First come the transports proper which are engaged exclusively on Government service under time charter. These ships are provided by the Bibby, British India and P. & O.

In ordinary times they move about 60,000 men annually.

Next come what are known as freight ships, which are merchant ships in which space is engaged for small drafts, and about 8,000 men are carried by this means.

Finally a large number of passages are booked in ships by various service departments for individuals returning on leave or re-joining their units. These number about 7,000 on an average.

Over and above this seasonal trooping of personnel, some 100 horses and mules and approximately 340,000 tons of stores are dealt with.

All the principal companies share in the freight trooping.

Ships coming within the first category, that is to say, "His Majesty's Transports", are painted white all over, with a broad blue band round the hull and a buff funnel, carrying on the tradition of the Great White Troopers mentioned earlier.

Some Principal Types of Merchant Ships

They retain their mercantile status and wear the Red or Blue Ensigns. The entire ships' complement is from the Merchant Navy, and there is a special "Troop Officer" in each ship who ranks with a second officer, but who has no ordinary ship duties.

His job is to work with the Officer Commanding Troops embarked, to see that everything is done for the comfort and well-being of all concerned.

After the last war the British India liners *Neuralia* and *Nevasa* which had proved so popular, were retained on the trooping service, and they were joined by the Bibby ships *Lancashire*, *Dorsetshire* and *Somersetshire*, the latter being the first motor ships in the service.

All three ships were thoroughly re-fitted to prepare them for their new duties.

During the last few years other motor vessels have been added, and of these *Dilwara*, of the British India, was the first ship for a long time actually designed and built purely as a trooper.

She bears the name, it will be remembered, of one of the earlier ships taken over by the authorities early in the century.

The new ship was built in 1936, and offers a striking comparison with her predecessor, and sets a new high level of comfort for all ranks.

She measures 11,050 tons, as against the earlier ship's 5,440, and carries 1,416 troops and families as against 1,293, a very small increase for a ship of double the size. It will at once be recognised how much more space has been provided for each man.

Troops still berth in open troop decks, and sleep in hammocks because this occupies far less space and is also equally as comfortable as, if not more comfortable than, bunks. They have baths with shower baths, and the public rooms are surprisingly spacious. There is a separate Sergeants' mess, and conditions would be unrecognisable by Army men of only a few years back.

Dilwara was closely followed by a sister ship *Dunera*, and then the P. & O. followed

The Merchant Navy

with *Eltrick* and the Bibby with *Devonshire*, the only outward difference being that the latter pair had taller funnels.

Here then is a complete list of ships at the outbreak of war.

STEAMERS.

Lancashire (Bibby).
Neuralia (British India).
Nevasa (British India).

MOTOR VESSELS. *Devonshire* (Bibby).

Eltrick (P. & O.).
Dorsetshire (Bibby).
Somersetshire (Bibby).

CHAPTER LI

His Majesty's Fishing Fleets: Trawlers and Drifters

THE fishing industry is the oldest in the world, and His Majesty the King is Master of the Fishing Fleets of Britain.

Long before ships even ventured across the Channel, frail craft combed the waters round the coasts to gather the silver harvest.

There gradually grew up a large number of vessels, each type especially suited for the seas near the ports from which they set out. They varied in size, build and rig, but each was constructed with a view to local conditions. Short steep seas, long ocean rollers, shallows, steep shingle beaches and deep coves, each demanded special features.

The remarkable thing is how little the sailing smacks (to use a general term) varied throughout the centuries until the coming of power-driven craft. Small improvements were effected, but in general build they remained unchanged.

In Tudor times we learn of the Iceland fisheries, and the fishing fleets have always been the cradle of the merchant seamen.

A great development took place when, early in the nineteenth century, a Brixham smack discovered the Dogger Bank grounds. In consequence many of the Devon fishermen flocked to the east coast, and were there joined on the Humber by men and boats from many fishing ports.

By 1872 there were over 300 smacks registered in Hull.

In 1880 came the first steam trawler, and by the beginning of the present century there were between 400 and 500 of them based on Hull alone.

The Merchant Navy

Farther and farther afield went the little ships, to Iceland and the Arctic seas, to Newfoundland on voyages of 4,000 miles.

The lone fishing craft were replaced by well-organised fleets which were under the command of an "Admiral" with full powers over his ships.

Attached was one or more hospital ships, and "Cutters" or carrier ships, took over the catches and brought them to port while the fleet still remained on the fishing grounds, perhaps for weeks at a time, riding out gales and storms.

Hull does the Arctic fishing, and sixty trawlers form what is termed a "Boxing fleet".

The Yarmouth fishing industry has always provided a great recruiting ground for men for the Royal Navy, and from that port and Lowestoft alone, some 1,200 ships used to set forth, with a total length of nets of 2,000 miles.

Cod and halibut are caught off Greenland at depths up to 500 feet.

The Hull industry was being rapidly developed to provide the increasing demand for cod-liver oil.

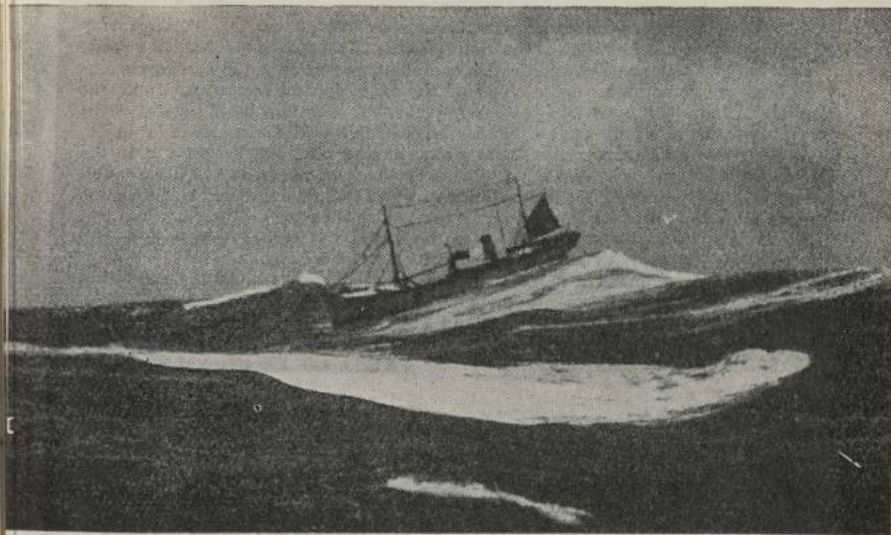
As the old grounds were worked out it became necessary to go farther and farther into deep water.

There are two principal types of ships engaged in fishing, Trawlers and Drifters.

Trawlers. These vessels are the larger of the two types, and a modern ship costs in the neighbourhood of £30,000, and can carry some 30,000-40,000 stones of fish.

Each carries about 2,000 to 2,500 fathoms of trawl rope, and has bunker space for 200-300 tons of coal.

The tonnage is perhaps some 400 gross, and the build is distinctive, with its high bow, which has been taken as a model for that of some of our cruisers. The ships can ride out weathers which make destroyers run for shelter, and no stauncher type of vessel is to be found anywhere in the world.



TRAWLER IN HEAVY WEATHER

The Merchant Navy

A trawler always keeps on the move, and lowers an "otter trawl", which is a conical-shaped net some 120 feet wide at the mouth and is 25 feet long, tapering to a point. This is dragged along slowly, and the fish cannot escape through the narrow end.

Drifters are somewhat smaller ships of the same general appearance, and the general "Admiralty" type is a good representative. She is a steel ship of about 86 feet long, fitted, as are most of the fishing craft, with triple-expansion engines.

As her name implies, a drifter drifts along, having paid out her nets over the side and buoyed and weighted them. She may shoot as many as 100 nets, which form a solid wall about 50 feet deep and anything up to 2 miles in length. Into these the fish swim and become entangled in the meshes by their gills.

All herring is caught by the drifter method, and the accompanying map will give some indication of the extent of the British industry.

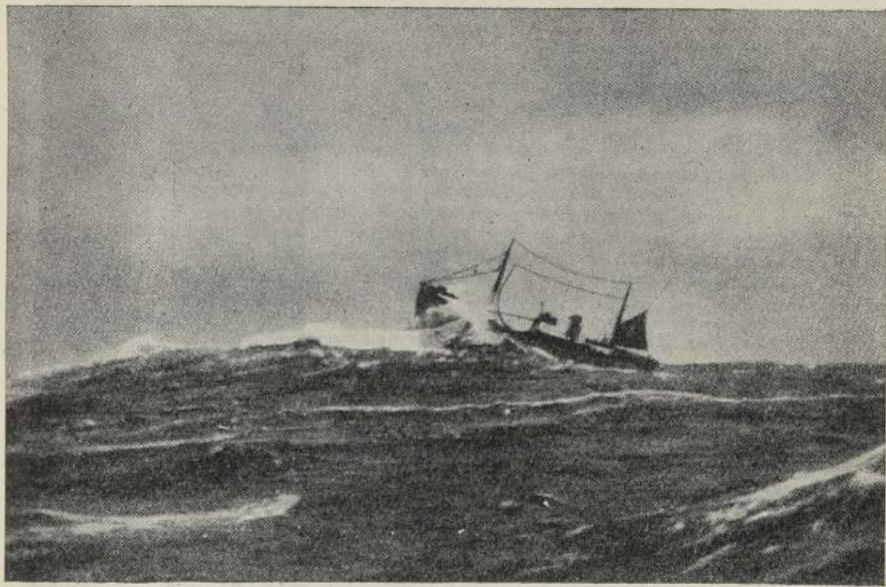
Clockwise it has gone on throughout the centuries, from Donegal in May round the north and north-east coasts to Stornoway, Shetlands, Wick, Peterhead, Fraserburgh, Berwick, Shields, Scarborough and Hartlepool.

Autumn fishing goes on from Great Yarmouth and Lowestoft, where the combined fleets of Scotland and England carry on the traditions of the Great Herring Free Fair of the Middle Ages.

In no other industry or trade has tradition been stronger, from father to son down through the ages, they have followed the same trade, and bred one of the finest types of men in the world. Hardy, true and God-fearing, the fishermen have been a mainstay of the country from time immemorial.

In peace and in war they carry on fishing for the harvest of the sea or for the harvest of death to provide food for the nation and to keep the seas free for the big ships.

Unfortunately the industry has long been in a growing state of decay. Owing to the inroads made by foreign ships and the capture of markets long held by Britain,



TRAWLER IN HEAVY WEATHER

The Merchant Navy

more and more of these splendid men have been deserting the seas to drift into trades ashore, particularly the motor trade.

Ships have been tied up in hundreds and rusted at their moorings.

In 1939, shortly before the outbreak of war, the Ministry of Agriculture and Fisheries announced its intention of spending some £250,000 on modernising the fleets by providing motor vessels for the East Anglian fishermen.

The intention was good, but the methods by which it was proposed to carry it out were bad. Instead of making an intensive study of the varying needs and types which had grown up through the years, it was decided more or less to parcel out the ships indiscriminately whether they were suited to local conditions or not. That the situation should at last have attracted the attention of the authorities was all to the good, but what the result would have been will perhaps never be known as war once more called for the help of the fishermen.

It may be interesting to realise that in 1937 there were landed some 6,500,000 hundredweights of fish at Hull alone, and this represented 45 per cent of the total for England and Wales.

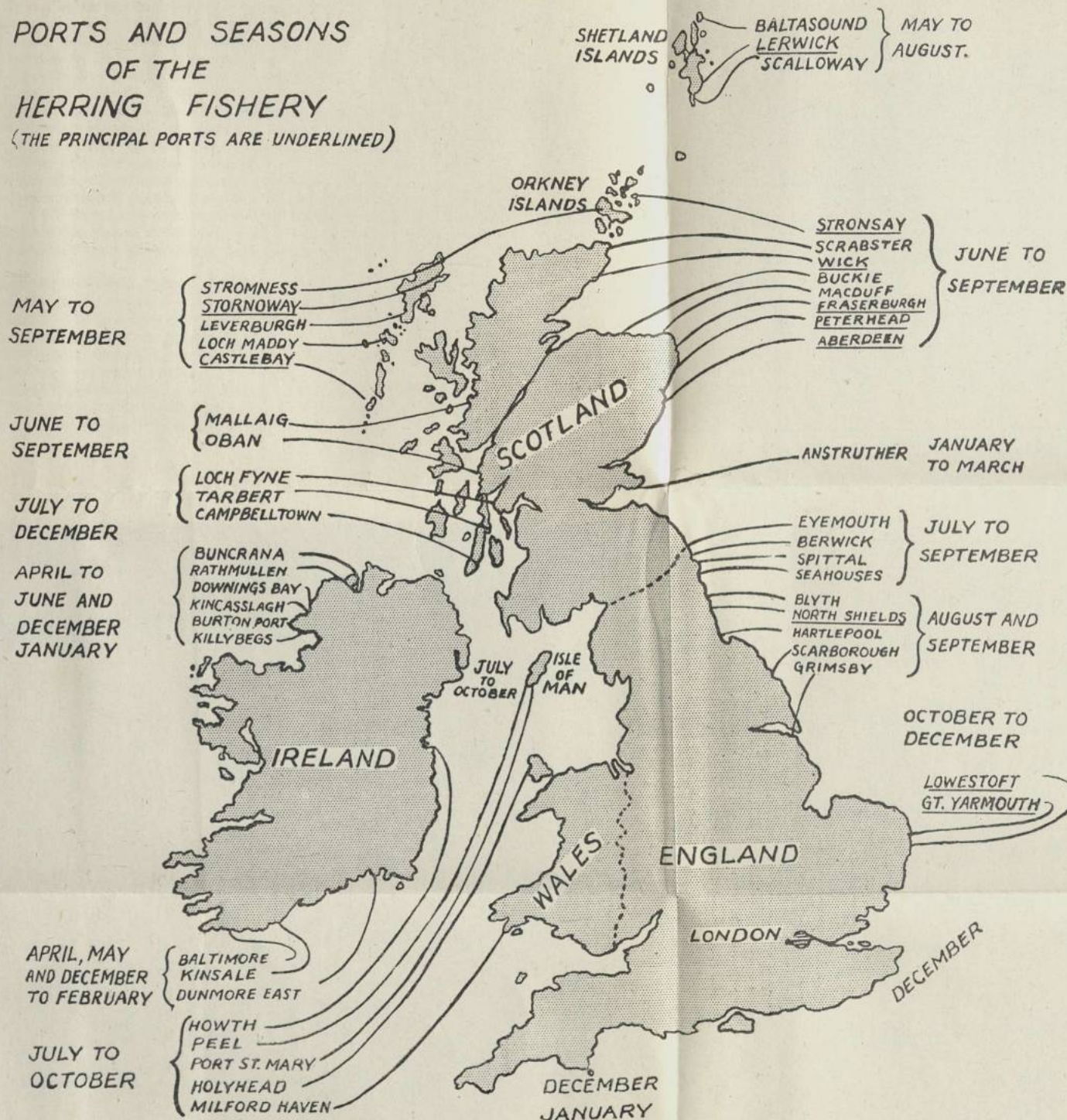
In 1913 there were 70,000 men and boys employed in the British sea-fishing trade, in 1938 these figures had dropped to 46,000.

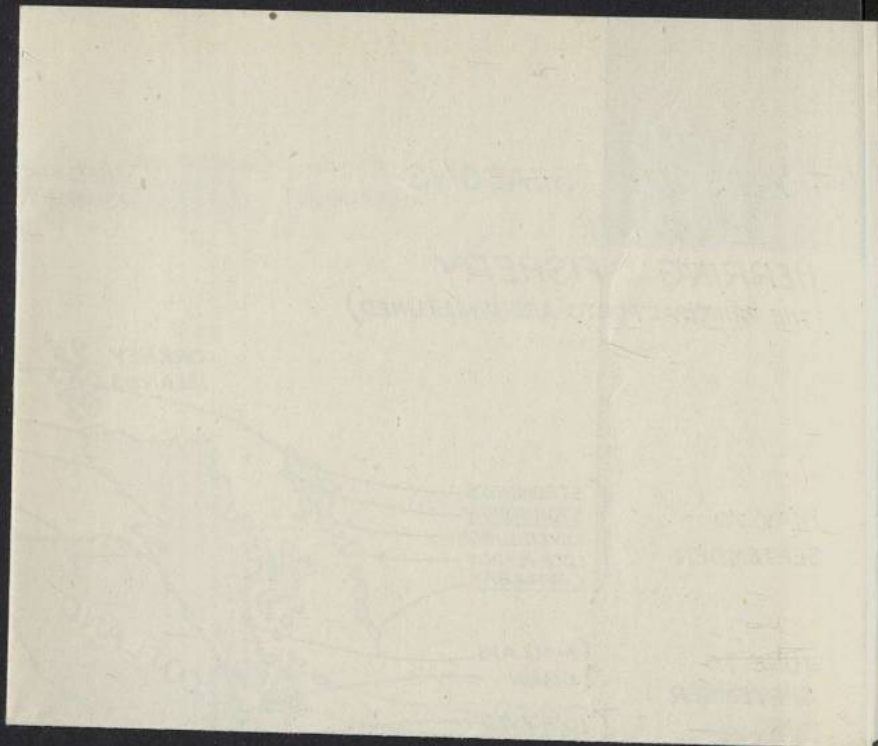
As always, the Sovereign has taken a lively and sympathetic interest in all seamen, and at the Jubilee Review in 1935 His Majesty King George V had trawlers' present and skippers were presented to him on the bridge of the Royal Yacht by H.R.H. the Prince of Wales in his capacity of Master of the Merchant Navy and Fishing Fleets.

Once more they were present at the Coronation Review of his present Majesty.

Fishermen, although among the salt of the earth, want tactful and sympathetic understanding, and it must be admitted that this has not always been shown them by all members of the Senior Service. They are amenable to Naval discipline provided that the need for it in all cases is explained to them. No man will give more

PORTS AND SEASONS OF THE HERRING FISHERY (THE PRINCIPAL PORTS ARE UNDERLINED)





Some Principal Types of Merchant Ships

readily or willingly of his last penny or his last breath, but no man more resents being imposed upon.

It can truthfully be said that no section of the Services is more exposed to dire danger or has to face more terrible conditions of weather for long periods at an end than the Trawlermen. Not even destroyers can equal their record.

In peace time there is a Trawler Reserve section of the R.N.R., and skippers are given the rank of Skipper, Chief Skipper or Skipper Lieutenant R.N.R.

In war it is needless to say that this reserve is expanded beyond all recognition.

Minesweeping is additionally hazardous in this war owing to the tremendous risk of being attacked time and time again by dive-bombing aircraft.

In spite of this the task of sweeping goes on unceasingly; our tables are supplied with fish and our seas are kept clear.

When *Empress of Australia* steamed down the English Channel carrying Their Majesties on their visit to Canada and the United States in the Spring of 1939 she was at one point almost surrounded by fishing boats which had come to pay their tribute to the Master of the Fishing Fleets. The King was much moved, and signalled his gratitude and best wishes from the great liner.

Markings of British Fishing Craft.

Every fishing craft has to be registered at a port, and it is allotted a number and lettering. The lettering frequently takes the form of the first and last letters of the port, but this is not always so.

For *sailing smacks*, both lettering and number must be painted in large white letters on bows and mainsail.

Motor vessels have to have their mizzens marked in addition.

Steam ships and *large motor vessels* must display them on both bows, and quarters, on the front of the funnels and on any auxiliary sails.

CHAPTER LII

Names of British Ships

TRADITION plays a very great part throughout the whole service, but nowhere more so than in the naming of modern British ships.

As in the case of ships of war, honoured names are handed down from ship to ship, and thus is the continuity of good service perpetuated.

Famous names in the days of sail are proudly borne to-day by their successors in steam or internal-combustion engine.

Some owners rigidly carry on this law, and others, while not reviving the names of past ships, nearly all adopt some system of nomenclature by which it is an easy manner to identify their ownership.

Some concerns, when acquiring others, replace the ship-names of the purchased firm by their own. This is a tremendous pity, as far too many cases have occurred of famous names being completely forgotten. This practice is fortunately not so common to-day as in the past. At other times a new concern may choose to revive a glorious name to which it has no claim in an endeavour to prove its ancient ancestry.

In the very early days of ships there was little system, and quaint indeed were some of the names. At a later period it was customary to have a religious flavour.

Many private owners gave their ships names of individuals, no doubt dear to them, but who never succeeded in impressing their personality upon the world at large.

Fortunately it has never been the practice to any large extent for British ship-owners to name their ships after every member of their family.

Names of British Ships

Whether the ships grow with the number of the family or whether the contrary is the case, one does not know, but some foreign owners seem to bring out from obscurity every cousin or relative that it seems decent for a person to lay claim to.

The clippers usually had fine names, and apart from individuals, known the world over, there were the "Lochs", the "Banks", "Castles" and so on.

Some have gone for ever, the owners passing with their beautiful craft, but many still remain with us.

It is the custom never to revive the name of a vessel lost by some dire catastrophe, either of peace or war. It means bad luck for the seamen, revives sad memories all round, and naturally means loss of patronage to the company concerned.

Seamen have their own names for their ships, not always complimentary, and certainly not always pronounced in the way intended at the launch.

Some names are a play on the actual one or an obvious derivation, such as *Berengaria*, which was usually known as the "Bargain Area", *Majestic* as the "Magic Stick" and so on.

Lancastria was originally *Tyrrhenia*, and was thereupon dubbed "Old Soup Tureen" by her crew, a name which might have been misconstrued had passengers got to hear of it.

Some receive soubriquets on account of their colouring, for instance there was one famous ship known as *The Chocolate Box*. Others are too libellous to quote here, and it would be best to end the chapter with a list of some well-known companies with their system of names.

Two or more words the first of which is :

Anglo-

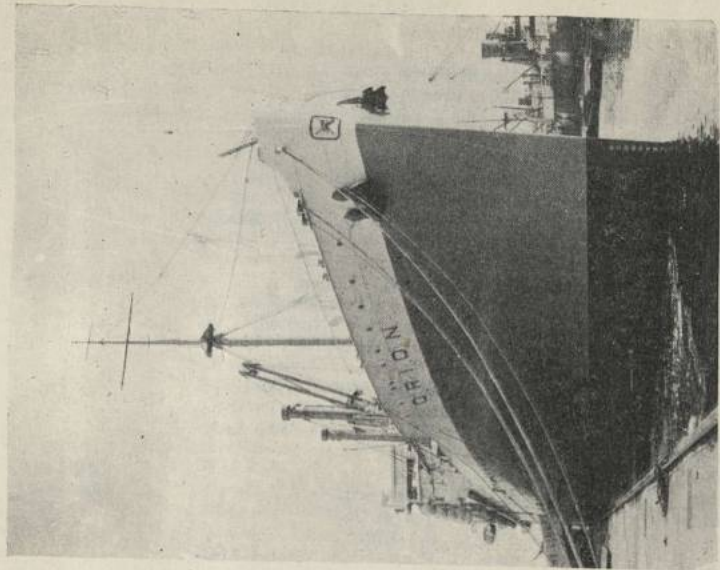
Lawther, Latta & Co. (Nitrate Producers' S.S. Co. Ltd.)

Baron

Hogarth & Co. (Baron Line).

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<i>British</i>	British Tanker Co. Ltd.
<i>Cape</i>	Lyle Shipping Co.
<i>City of</i>	Ellerman Lines Ltd.
<i>Clan</i>	Clan Line (Cayzer, Irvine & Co. Ltd.).
<i>Duchess of</i>	Canadian Pacific, Steamships Ltd.
	London, Midland & Scottish Rly. Co.
<i>Empress of</i>	Canadian Pacific Steamships Ltd.
<i>Essex</i>	Meldrum & Swinson.
<i>Gibel (A hill)</i>	Bland & Co. (Gibraltar).
<i>Highland</i>	Royal Mail Lines' intermediate ships from London.
<i>Jamaica</i>	Jamaica Banana Producers' S.S. Co. Ltd.
<i>King</i>	Dodd, Thompson & Co. (King Line).
<i>Lady</i>	Canadian National West Indies S.S. Co.
<i>Manchester</i>	Manchester Liners Ltd.
<i>Pacific</i>	Furness Lines.
<i>Port</i>	Port Line Ltd.
<i>Princess</i>	Canadian Pacific Railway Co. (Canadian coasts).
<i>Queen</i>	Thos. Dunlop and Cunard White Star Line.
<i>St.</i>	North of Scotland & Orkney & Shetlands S.S. Co. Ltd.
<i>San</i>	Eagle Oil & Shipping Co. Ltd.
<i>Scottish</i>	Tankers Ltd.
<i>Sea</i>	Dover Nav. Co. Ltd.
<i>Sheaf</i>	W. A. Souter & Co.
<i>Temple</i>	Lambert Bros. & Co. Ltd.
<i>The (followed by title of nobility)</i>	J. Hay & Son.
<i>Ulster</i>	Belfast S.S. Co. Ltd.



ORIENT LINER "ORION", SHOWING LARGE NAME ON BOWS:
NOTE ALSO CREST ON STEM

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One word with the following Prefixes :

<i>Athel</i>	United Molasses Co. Ltd.
<i>Balt</i>	United Baltic Corporation.
<i>Barr</i>	Barr, Crombie & Co.
<i>Beaver</i>	Canadian Pacific Steamships (cargo ships).
<i>Ben</i>	Ben Line (Wm. Thomson).
<i>Blair</i>	G. Nisbet & Co.
<i>Cairn</i>	Cairns, Noble & Co.
<i>Cor</i>	Cory Colliers Ltd.
<i>Dal</i>	Mungo Campbell and J. M. Campbell.
<i>Glen</i>	Glen Line Ltd.
<i>Har</i>	J. & C. Harrison.
<i>Hope</i>	Stott, Mann & Fleming.
<i>Inver</i>	British Mexican Petroleum Co. Ltd.
<i>Jala</i>	Scindia Steam Nav. Co. Ltd.
<i>Lairds</i>	Burns & Laird Lines Ltd.
<i>Langlee</i>	F. Carrick & Co.
<i>Loch</i>	David MacBrayne & Co. Ltd.
<i>Lu</i>	H. E. Moss & Co. Ltd.
<i>Mont</i>	Canadian Pacific Steamships Ltd.
<i>Or or O</i>	Orient Line.
<i>Pen</i>	Perman & Co.
<i>Silver</i>	S. & J. Thompson.
<i>Thistle</i>	Allan, Black & Co.
<i>Tre</i>	Hain & Co. Ltd.
<i>Um</i>	Bullard, King & Co. (Natal Line).
<i>V (ending in A)</i>	Gow, Harrison & Co.

Names of British Ships

Single words with following Suffixes :

<i>Bank</i>	Bank Line (Andrew Weir).
<i>Bridge</i>	T. L. Duff & Co.
<i>Bury</i>	Capper, Alexander & Co.
<i>By</i>	Ropner & Co.
<i>Field</i>	Hunting & Son, and E. J. Sutton
<i>Gate</i>	Turnbull, Scott & Co.
<i>Ia</i>	Cunard White Star, Anchor and Donaldson.
<i>Ian</i>	United African.
<i>Ic</i>	Cunard White Star or Shaw, Savill & Albion.
<i>Inge</i>	Martin Constant.
<i>Ity</i> (beginning with <i>A</i> or <i>S</i>)	F. Everard & Co.
<i>Leigh</i>	W. J. Tatem & Co.
<i>Lite</i>	Imperial Oil.
<i>Moor</i>	Runciman & Co.
<i>O</i>	Ellerman's Wilson Line and Pelton S. S. Co.
<i>Park</i>	Denholm & Co.
<i>Pool</i>	R. Ropner & Co.
<i>Rix</i>	Rix & Sons.
<i>Shire</i> (English)	Bibby.
(Scottish)	Turnbull Martin.
(Welsh)	Glen and Shire.
<i>Stan</i>	Common Bros. and F. C. Strick.
<i>Ton</i>	R. Chapman & Co.
<i>Us</i>	W. S. Seager & Co.

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Wood	Constantine Shipping Co., France, Fenwick & Co., and John I. Jacobs.
Worth	R. S. Dalglish.

Two or more words, the last of which is :

Bay	Aberdeen & Commonwealth Line Ltd.
Castle	Union-Castle Mail S.S. Co. Ltd., and J. Chambers & Co. (Latter are North Country "Castles".)
City	Bristol City Line and Pearson Smith & Co.
Coast	Coast Lines Ltd.
Coombe	Ald Shipping Co. Ltd.
Court	Haldin & Philipps (Court Line).
Fisher	Jas. Fisher.
Force	W. S. Kennaugh.
Grange	Houlder Bros. (Initial letter of first words spell out name <i>Houlder.</i>)
Hall	West Hartlepool S.N. Co. Ltd.
Head	A. F. Henry & MacGregor & Co., and G. Heyn (Head Line).
Holt	John Holt (Liverpool).
Monarch	Raeburn & Verel.
Prince	Prince Line Ltd.
Rose	R. Hughes & Co.
Sang	Indo-China Nav. Co. Ltd.
Star	Blue Star Line Ltd.
Wo	Indo-China Nav. Co. Ltd.

Classes of Name :

<i>African Place Names</i>	Elder Dempster Lines.
<i>Birds</i>	General Steam Nav. Co. Ltd.

Names of British Ships

<i>Burmese</i>	P. Henderson & Co. Ltd.
<i>Counties</i> (English)	General S. Nav. Co. Ltd.
(Scottish)	B. J. Sutherland & Co.
<i>Greek Heroes</i>	A. Holt & Co. Ltd.
<i>Gems</i>	Wm. Robertson & Co.
<i>Lighthouses</i>	Clyde Shipping Co. Ltd.
<i>Indian Ranks</i>	Jas. Nourse & Co. Ltd.
<i>London Suburbs</i>	Watts, Watts & Co., South Metropolitan Gas Co. Ltd, and Wandsworth Gas Co. Ltd.
<i>New Zealand Names</i>	New Zealand S. Co. Ltd., Shaw, Savill & Albion Co. Ltd., (Maori) and Union S.S. Co. Ltd.
<i>Painters, Poets, etc.</i>	Glover Bros. and Lamport & Holt Line Ltd.
<i>Professions</i>	T. & J. Harrison.
<i>Saints</i> (Hilary, Anselm, etc.)	Booth.
<i>Shires</i> (English)	Bibby Line.
(Scottish)	Turnbull, Martin & Co.
(Welsh)	Glen & Shire Line.
<i>Titles of Nobility</i>	J. Hay & Sons.

During the Great War all standard ships built to specifications, to ensure quick construction with a view to defeating the submarine menace, were given names beginning with "War", thus, *War Anemone*, *War Sirdar*, and so on.

In this war the practice has been to give such ships, and also former enemy vessels, captured by us, the name of "Empire", such as *Empire Trader*, *Empire Traveller*, etc., a more dignified and better proceeding.

One of the minor difficulties in spotting ships at sea, even in peace-time, has been

The Merchant Navy

the smallness of the name painted on the bows. Some foreign ships long favoured the name in large letters along the side, and certain small British ships adopt this. It is not exactly fitting for large ships, and many experiments have been carried out both in the size and the colouring of letters.

The Orient Company painted the names of their *Orion* and *Orontes* in very large letters, green on a white background, and this can be seen in the illustration on page 323.

All British merchant ships have their name on either bow and round the counter, with the port of registry below this latter. In the two Orient ships just mentioned, a further break with Merchant Navy tradition was made by painting the name on either quarter, as in warships.

Changes of Name of British Ships

By an Act of Parliament no British ship may be given a name that is "already the name of a British registered ship, or a name which has been on the register at any time within the last twelve months or so similar to any such name as to be calculated to deceive".

There are, however, a few exceptions to this rule, although why they are permitted is not quite clear. For instance, there were at the outbreak of war, three *Britannias* (a good omen); one was an Anchor liner, another was owned by J. Currie, and a third was a paddle steamer belonging to P. & A. Campbell.

Again, there were two ocean-going ships named *Britannic*, one the Cunard White Star liner, and the other owned by Cockerline.

However, it is the exception that proves the rule.

The idea is that were there to be many ships sculling about the oceans all bearing the same names much confusion might arise when reporting movements or casualties. Again, it might lead to temptations in insurance matters and so on.

Names of British Ships

When christened, a ship has to be duly registered, and if a change of name is desired at any time notification has to be made to the Registrar-General of Shipping and Seamen in London.

The ship has to be surveyed and a notice similar to that below inserted in certain official papers such as *Lloyd's List and Shipping Gazette*.

It may cost anything up to £50 or more to effect this change.

The reasons for a change may be because the ship is bought from foreigners or because it is desired to bring a purchased ship into line with the usual nomenclature of the rest of the fleet.

In order to keep a treasured name available until a new ship is built is sometimes the occasion for a change. For example, when the Cunard White Star were building their great new ship they were anxious that such a famous name as *Mauretania* should not be appropriated by someone else in the interim period between the passing of the old and the launching of the new. Accordingly they came to an agreement with the Red Funnel Fleet of paddle steamers, well known on the south coast, to re-name their vessel *Queen*, *Mauretania*, until the new giant was ready to assume it herself.

"Orion" is, for some reason or another, a very popular name among shipowners, both British and foreign, and when the Orient ship of that name came out, the directors of the company requested other owners with ships of the same name to relinquish it.

They gracefully complied, and received a small souvenir presentation in consequence.

A ship is like a Peer of the Realm. He may (or she may) be known for many years under a famous name, only to be completely lost to sight when another title is taken. For instance, who would recognise the Turkish ship *Gulcemal* as being the famous White Star "Blue Riband" holder *Germanic* of 1876?

The tracing of old ships is a fascinating pastime.

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Here is an example of the Proposal to Change a Ship's Name as Notified in the Shipping Press

I, SIR WILLIAM CURRIE of 122, Leadenhall Street, London, HEREBY GIVE NOTICE that, in consequence of change of service and so to conform to the chartering Company's nomenclature, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of my ship *Mongolia* of Newcastle, official number 145517, of gross tonnage 16,600 tons, of register tonnage 10,120 tons, owned by P. & O. S. N. Company, of 122, Leadenhall Street, London, for permission to change her name to *Rimutaka* to be registered in the said new name at the Port of Newcastle, as owned by P. & O. S. N. Company.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping, Tower Hill, London, E.C.3, within seven days from the appearance of this advertisement.

Dated at London, this 4th day of July, 1938.

WILLIAM C. CURRIE.

CHAPTER LIII

Historic Names Borne by Ships of both Royal and Merchant Navies

AS a general rule there are not many British merchant ships which bear the same names as existing men-of-war. This is partly from custom and partly because it might lead to confusion in the case of distress calls and reports of movements.

There are a few, however, which do share great names, and here are some which share common traditions and which were afloat when war broke out in September 1939. As described in another chapter, there are frequently actual links between the ships, as, for example, between the cruiser *Orion* and the Orient liner of that name. Both ships carry gifts presented by the other and share a common crest or badge.

Achilles, 7,030-tons cruiser which distinguished herself in the battle of the River Plate, and *Achilles* of the Blue Funnel Line, 11,404 tons.

Ajax, 6,985-tons sister ship of *Achilles*, and also in battle with *Admiral Graf Spee*, and *Ajax*, of Blue Funnel, a motor vessel of 7,540 tons.

Ashanti, a tribal class destroyer of 1,870 tons, and a small motor coaster of some 500 tons belonging to T. E. Evans.

Brilliant, a destroyer of 1,360 tons, and a coaster of some 700 tons owned by Wm. Robertson.

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Caledonia was the former White Star liner *Majestic* which had for some years been used at Rosyth as a training establishment. The Anchor liner of 17,046 tons was renamed *Scotstoun*, and was sunk while serving as an armed merchant cruiser. *Carlisle*, a light cruiser of 4,200 tons, now converted into an anti-aircraft ship, and an Australian ship of 1,900 tons owned by James Patrick, of Sydney. *Ceylon*, a new cruiser of 8,000 tons, and a paddle steamer of some 1,300 tons owned by the Irrawaddy Flotilla Co. *Challenger*, a surveying ship of 1,140 tons, and a small ship of 150 tons owned by McAllum Orme.

Many of the Ellerman "Cities" are linked with cruisers or destroyers by bearing names of British cities, although in the case of the merchant ship they have the prefix "City of". Here they are:

Adelaide, Australian cruiser of 5,100 tons, and Ellerman ship of 6,589 tons.
Birmingham, a cruiser of 9,100 tons and a liner of 5,309 tons.
Cairo, an anti-aircraft ship of 4,200 tons, and a liner of 8,034 tons.
Canberra, Australian cruiser of 9,850 tons, and a ship of 7,484 tons.
Cape Town, a cruiser of 4,290 tons, and a liner of 8,046 tons.
Cardiff, a sister-ship of above, and a ship of 5,661 tons.
Delhi, a cruiser of 4,850 tons, and a ship of 7,443 tons.
Exeter, a cruiser of 8,390 tons, and a liner of 9,654 tons.
Glasgow, a cruiser of 9,100 tons, and a ship of 5,321 tons.
Kimberley, a destroyer of 1,695 tons, and a liner of 6,169 tons.
London, a cruiser of 9,850 tons, and a passenger liner of 8,956 tons.
Manchester, a cruiser of 9,400 tons, and a ship of 8,197 tons.
Newcastle, a cruiser of 9,100 tons, and a ship of 6,921 tons.

Historic Names shared by Ships of Royal and Merchant Navies

Perth, Australian cruiser of 6,830 tons, and a Bucknall ship of 6,415 tons.

Campbell, a flotilla leader of 1,530 tons, has her counterpart in the Clan liner, *Clan Campbell*, a ship of 7,255 tons.

Fraser, a Canadian destroyer of 1,375 tons, can also be paired with the Clan liner *Clan Fraser*, of some 7,529 tons.

Cornwall, a "County" cruiser of 10,000 tons, and the Federal liner of 11,288 tons.

Cumberland, a sister-ship of the above, and the Federal liner 10,929 tons.

Cyclops, a submarine depot ship of 11,300 tons, and the Blue Funnel liner of 9,076 tons. This is a particularly interesting connection as H.M.S. *Cyclops* was herself the former Holt ship *Indrabarah*.

Derby is a minesweeper of 710 tons; *Derby County* a trawler, was purchased for use as one. There is the Bibby motor liner *Derbyshire* of 11,660 tons.

Devonshire, a 9,850-ton cruiser and the Bibby liner *Devonshire*, of 11,100 tons, a motor trooper.

Dorsetshire, a cruiser of 9,975 tons, and Bibby motor liner *Dorsetshire*, of 9,656 tons, also a trooper. There is also the Federal liner *Dorset*, of 13,041 tons.

Drake, the Royal Naval Barracks at Devonport and *Drake* a General Steam motor coaster of 530 tons. *Lady Drake* is a passenger ship of 7,985 tons, owned by Canada.

Dundalk, a minesweeper of 710 tons and *Dundalk*, of 699 tons, owned by the British & Irish Steam Packet Co.

Dundee, an escort vessel of 1,060 tons. There is a *Dundee*, of 1,541 tons, owned by Dundee, Perth & London S. Co., and paddle steamer of 300 tons, of the London & N. Eastern Rly. Co.

Dunedin is a cruiser of 4,850 tons, and there is *Dunedin Star*, a motor refrigerated ship of 14,008 tons, of the Blue Star Line.

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Durban is a sister-ship of the above cruiser, and there is the *Durban Castle*, a motor liner of 17,388 tons, belonging to the Union Castle. *City of Durban* is an Ellerman ship of 5,900 tons.

Edinburgh is a cruiser of 10,000 tons, and *Edinburgh Castle*, the Union Castle liner of 13,329 tons. *City of Edinburgh* is an Ellerman ship of 8,036 tons.

Emerald is a cruiser of 7,550 tons, and *Emerald* is a coaster of 736 tons belonging to William Robertson.

Falcon, a river gun-boat of 372 tons, and *Falcon*, of the General Steam, a vessel of 1,025 tons.

Forth, the new depot ship for submarines, of 8,900 tons, and *Forth*, a Carron ship of 1,058 tons.

Gannet is a river gun-boat of 310 tons, and *Gannet*, of 1,336 tons, of General Steam. *Gloucester*, a cruiser of 9,400 tons, and *Gloucester Castle*, a Union Castle Ship of 8,006 tons. There is also a *Gloucester City*, a ship of 3,071 tons, belonging to the Bristol City Line.

Juno, a destroyer of 1,690 tons, and *Juno*, of the L.M.S. Railway, of 642 tons.

Jupiter, a destroyer of 1,690 tons, and *Jupiter*, of the L.M.S. Railway, of 642 tons.

Kingfisher, a patrol vessel of 510 tons, and *Kingfisher*, a motor coaster of 276 tons, owned by General Steam.

Maidstone, a submarine depot ship of 8,900 tons, and *Maidstone*, a Southern Railway cargo ship of 688 tons.

Manchester, a cruiser of 9,400 tons, and some nine ships with the prefix "Manchester" owned by Manchester Liners, Ltd.

Medway, a submarine depot ship of 14,650 tons. There is a *Medway Coast*, 1,014 tons, of Coast Lines, and *Medway Queen*, a paddle steamer of 316 tons, owned by the New Medway S.C. Co.

Historic Names shared by Ships of Royal and Merchant Navies

- Myrmidon*, a destroyer of 1,920 tons, and *Myrmidon*, a Blue Funnel motor ship of 6,270 tons.
- Nelson*, battleship of 33,950 tons, and *Lady Nelson*, a passenger liner of 7,970 tons, owned by Canadian National Steamships.
- Nigeria*, a cruiser of 8,000 tons. There is *Nigerian*, a ship of 5,423 tons, belonging to the United Africa Company.
- Nizam*, a destroyer of 1,690 tons, and *Nizam*, of the Asiatic S.N. Co., of 5,322 tons.
- Norfolk*, a cruiser of 9,925 tons, and the Federal liner *Norfolk*, of 11,961 tons.
- Orion*, a cruiser of 7,215 tons, and the Orient liner *Orion*, of 23,371 tons.
- Queen Elizabeth*, a battleship of 30,600 tons, and Cunard White Star *Queen Elizabeth*, of 88,000 tons.
- Rochester*, an escort vessel of 1,105 tons. There is *Rochester Castle*, a Union Castle cargo ship of 7,795 tons, and *Rochester Queen*, a paddle vessel belonging to the New Medway S.P. Co.
- Rodney*, a battleship of 38,000 tons fully loaded, and *Rodney Star*, of 11,803 tons, belonging to Blue Star. There is also a *Lady Rodney*, a liner of 8,194 tons, owned by Canadian National.
- Shropshire*, a cruiser of 9,830 tons, and *Shropshire*, a Bibby liner, of 10,549 tons.
- Sussex*, a cruiser of 9,830 tons, and *Sussex*, a Federal motor liner, of 13,647 tons. (This merchant ship put up a gallant fight against aerial attack in December, 1940.)
- Sydney*, an Australian cruiser of 6,830 tons, and *Sydney Star*, a Blue Star motor vessel of 11,095 tons. *City of Sydney* is an Ellerman ship of 6,986 tons.
- Warwick*, a destroyer of 1,100 tons, and *Warwick Castle*, of Union Castle, a vessel of 20,107 tons.
- Winchester*, an escort vessel of 1,090 tons, and *Winchester Castle*, of Union Castle, a vessel of 20,012 tons.

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Windsor, an escort vessel of 1,090 tons, and *Windsor Castle*, of Union Castle, a vessel of 19,141 tons. *City of Windsor* is an Ellerman ship of 7,218 tons.

Worcester, a destroyer of 1,120 tons, and *Worcestershire*, a Bibby liner of 11,402 tons. *City of Worcester* is an Ellerman ship of 5,469 tons.

Some of the Port liners also bear names of cities, similarly held by warships.

British Warships in Commission To-day whose Ancestors were Merchant Vessels

In the early days there was no standing Navy, and merchant vessels were taken over when danger threatened for service as warships.

It is impossible to give here a complete list of all those vessels whose names may be borne either by fighting ships or merchant ships, but the following may be of some little interest. They are compiled from various sources, including Mr. Cecil King's recent book, "*H.M.S.*"

Achilles. First ship of this name in fleet was a schooner purchased in 1741.

Adventure. The fourth ship of the name was taken up during the First Dutch War of 1652-1654.

Her immediate successor was also a merchantman hired in 1696. Her commander was Captain Kidd, who later became the notorious pirate.

Ark Royal. The second ship of this name was being built as a merchant ship, but was purchased in 1914 and converted into a seaplane carrier.

Centurion. Both first and second ships of this name were ships of commerce. The first served against the Armada in 1588 and the second took part in the famous expedition to the W. Indies in 1598.

Endeavour. Third ship was a hoy of 18 tons acquired in 1694. Fourth was a transport.

Folkestone. Fourth ship was a former South Eastern Railway cargo vessel; taken over during the Great War.

Historic Names shared by Ships of Royal and Merchant Navies

Neptune. First was a merchant ship of 280 tons, and took part in expedition to Algiers in 1620.

Pegasus. Present ship of this name was laid down in 1914 as a merchant ship, but was bought by Admiralty and converted to seaplane carrier, *Ark Royal*; renamed in 1939.

CHAPTER LIV

Colouring of British Ships

ALTOGETHER apart from the colouring and designs of funnels of merchant ships, most companies have their distinctive colouring for the ship herself.

These all help to identify ownership, and provide an interesting study.

Hulls. Time was when nearly all steamships had black hulls, as in the very early days they were mostly regarded as "steam kettles", and although some companies long retained beautiful lines and the sailing-ship traditions died hard, many more never gave a thought to the appearance.

The famous lines of sailing ships nearly all had very distinctive colour schemes. Some were shiny black, with perhaps a band of copper running round, others were a lovely shade of green or perhaps they still had the "gun ports" painted on a white band between a black and a grey.

Some of these firms still survive as shipowners, from sail to steam and perhaps to the internal combustion or electric drive.

It is natural that these should retain their colouring which helped to make them renowned. The Aberdeen & Commonwealth Line, which carries on the traditions of Thompson's clipper ships, therefore carry on the green hull which distinguished *Thermopylae* and her escorts.

Other companies favour a shade of green, such as the emerald shade of Ellerman Wilson or the dark olive of the Union Steam Ship of New Zealand.

Grey has long been favoured by British owners. Port, Prince, Dunlop and others

Colouring of British Ships

have always been painted this way, while all the Ellerman ships changed over to grey from black some years ago.

One company of trampship owners was so tired of the old gibe so often hurled against dirty black ships of "Only a British tramp" that some years ago it decided to brighten up its vessels. Not only did it give them a gayer funnel, but it ordered the black hulls to change to grey.

Still looking about for something new, the Orient brought out their lovely *Orion* in a coat of deep cream or corn colour. The effect was very fine and very distinctive, and they thereupon painted the older *Orama* in the same way, with the intimation that, if successful, they would so deck out the entire fleet. She soon returned to black, however, although *Orion's* sister was painted in the new colour scheme.

Certain cross-Channel and coastal ships adopted various shades of grey for a time, but it was found that it was not economical on account of the buffeting that they received when continuously coming and going alongside piers. The light paint showed up every mark more than the black.

Some of the ships on the Clyde were also painted light grey, but so jealous were the shiplovers in that district of their old favourites' outward appearance that a change back again was quickly made.

Most British fruit steamers are painted a very light silver grey, if not white.

With the increase in the popularity of the cruising business and the consequent desire to appeal to popular imagination with yacht-like ships, white has been an even more popular colour for ships' hulls.

Some Lines, such as the Canadian Pacific, had long favoured this, but as a general rule it was not adopted by many. *Atlantis*, of the Royal Mail, was followed by *Arandora Star*, of the Blue Star, Pacific Steam, Lamport & Holt and so on. Next came the "Beautiful White Sisters" of the P. & O., followed by three later "Straths", all discarding the traditional colour scheme in favour of the all-conquering white.

The Merchant Navy

The harder times became, the more the companies launched out into lighter raiment. It must here be said that some authorities state that a white-painted ship in the tropics is some 12 degrees cooler than a black-painted one.

There is one company, the Union-Castle, which has the most distinctive and unmistakable of all. It is a very pronounced lavender, formerly only worn by the passenger liners, but now by the cargo ships as well.

So far there does not seem to have been a blue or a brown in the merchant fleet although the ships of the Atlantic Steam Nav. Co., which was to be brought into being some years ago, were to have had hulls of the former shade.

Bands or ribands of various colours are painted round the hulls of many ships, royal blue, green, black, carmine or yellow round white, or white, yellow or red round black.

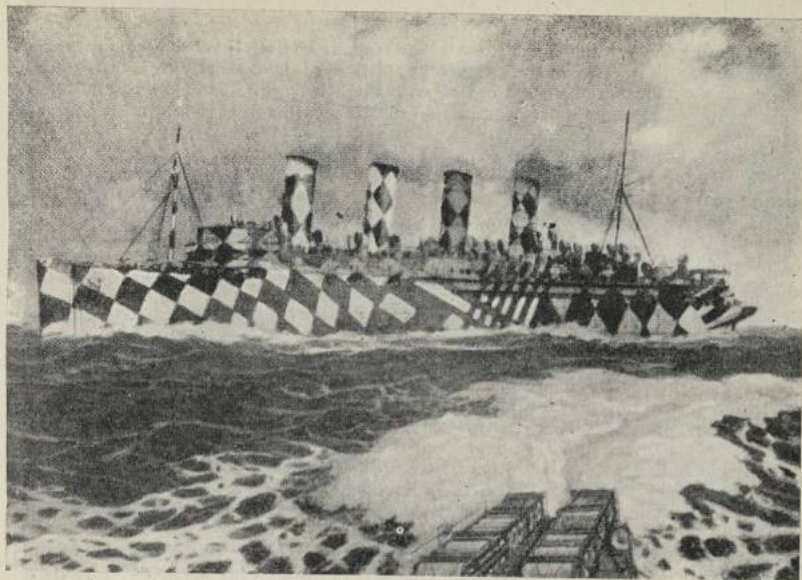
Boot-Topping. The waterline, or boot-topping, has been receiving more attention from owners in recent years, partly for appearance's sake and partly, again, as a distinguishing feature. Red used to be the prevailing colour, and then some painted a thin white line to divide it from the black topsides.

Now, green, blue, black, white or pink are seen.

Upperworks. White has long been the prevailing colour for upperworks and deck houses, especially in passenger ships. It looks clean and beautiful, especially in the tropics. On the other hand, white is particularly dazzling, in climes where the sun is always shining.

Partly for this reason and partly for economy some owners have always favoured a light brown paint or polished teak. This looks quite good, especially in some ships which it seems to "fit".

The P. & O. and British India long had a shade varying at times from coffee to deep cream. Officially and technically it is known as "stone", and for some years the colour has been getting lighter, and is referred to as "light stone". Many have



"MAURETANIA" dazzle-painted during Great War

The Merchant Navy

been the arguments among ship enthusiasts about the effect of this colour, some maintaining that it is dingy. Generally it is agreed, especially among seamen, that the combination of stone, together with the black, white-banded hull and large black funnels, presents a fine combination that is most impressive and most characteristic.

The B.I. in recent years have switched right over to white.

To counteract the dazzle-effect of the white some firms have experimented for many years with alternatives without spoiling the general appearance. For example, the Nelson Line, before its merging into the Royal Mail, tried a shade of pale green, and the Union Castle, some little time before the outbreak of war, painted some of their ships with a pale cream.

Some cargo ships have upperworks of grey, not particularly bright, but very serviceable.

To such a craze did cruising become, and to such lengths did some shipowners go to try and make their clients forget that they were in a ship, a fact which they would probably have forgotten in any case owing to their boredom, that they even painted the upperworks of a very famous liner to represent a row of country cottages with flowers trailing up the walls.

Masts and Derricks. Most British ships have a reddish-brown colour termed "mast colour", but many companies, on the other hand, depart from this.

Brocklebank, Houlder and others have white; Booth's have half-white. Some have cream or yellow. The British India have black for the lower masts and brown for the top. Clan and associated lines have grey and so on. Dunlops have lower masts bound in canvas.

Lamport & Holt have white masts but grey derricks. Carron Line ships have a cannon ball up near the main truck. This is a reminder that in the old days they carried munitions to the Crimean War.

Colouring of British Ships

One well-known ship, *Rotorua*, has a metal kiwi bird at the masthead, but this is only a ship distinction and not one extending to the whole line.

Boats, Ventilators, etc. Most ships have their lifeboats painted in the same colours as the upperworks, but there are exceptions; for instance, the General Steam Navigation ships usually have royal blue boats on stone uppers, and the B.I. and Australasian United favour all black hoisted on black davits although the uppers are white.

Ventilators are, again, usually the same colour as the uppers, although the tall engine-room vents are frequently in the same colour as the funnel, or perhaps black, while the small vents on the forecastle, etc., are frequently stone or brown.

It is the large ventilators which are the most noticeable, however, and it is the inside of these which are very often painted in different colours from the outside. Cunard are bright vermilion; Bibby, white; Booth and Pacific Steam, green; Royal Mail, buff, and so on.

The decks of passenger liners are wood, but most cargo vessels have steel uncovered decks which are painted varying shades of grey or red-lead colour to dark red. Inside of bulwarks are similarly painted. Some tankers have green catwalks.

Paintwork of British ships is a fascinating as well as a profitable study, as will be seen from the chapter on "some recognition features of British ships". It is sometimes difficult to come by the facts unless one knows the ships from personal acquaintance or observation. Ship models in many shipping offices are frequently ruined by having polished metal ventilators and fittings to make them, apparently, more attractive to prospective travellers, although why a passenger should prefer to voyage about the oceans in a ship with unpainted metal fittings it is difficult to conjecture.

Again, in shipping literature and posters, the artist is frequently afforded much

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licence, and is, or rather was (for it was far more common some years ago than it is now) much more concerned with producing a masterpiece than of adhering strictly to technical details. For example, the author well remembers going into one shipping office in order to nail down once and for all what was the correct colouring of the upperworks of their ships. Some illustrations showed one, some another, and he had the idea that they might vary on different services. To the blunt question, "What is the colour of the superstructure of your ships," the equally certain reply came "All buff". Thereupon he asked for an illustration of a certain ship not in his collection. The official dived below the counter and produced a perfectly good coloured picture postcard of the required ship. This was efficiency indeed, he thought, but one quick glance showed gleaming white upperworks. On putting the query the astonishing answer was made, "Oh yes; but that is artist's licence—no doubt he thought that it looked nicer".

Paintwork in Wartime and Dazzle-Painting. In the early days of the Great War, little attention was paid to disguising British merchant ships, and still less to making them less conspicuous. However, many ships did paint their upperworks all over a naval grey and the funnels were sometimes either grey or else blackened.

There was no uniform scheme nor official ruling. The first Australian convoy was grey all over, while that from New Zealand at the same period only had grey uppers.

When the submarine campaign became serious many people turned their thoughts to the possible extension of some form of protective colouring.

The difficulty about the sea is that it is never the same colour for long at a time, and it varies in different parts of the world so that if a ship was painted bright blue in the tropics in order to harmonise with cloudless skies and deep blue sea, she would appear a figure of mirth and absurdity when coming up London River on a dull November day.

It had been proved that some sort of grey seemed to be the best groundwork.

Colouring of British Ships

German warships were painted a very much lighter colour than ours at the beginning of the war and this seemed effective in the Northern mists.

It was a Professor who first sent up a scheme to the Admiralty suggesting something on the lines of the protective colouring of animals, to which he had given much study. He was unknown to Whitehall and, anyway, their brains were not at that period sufficiently alert or interested to be bothered by such things. Later a similar idea was put up by other individuals and received more attention. No doubt the latter were deserving of all praise, but it is so frequently the pioneer who goes unrewarded.

The whole idea of colouring at sea was not to attempt to make the ship invisible, which would have been impossible, but so to break up the general outline that, when seen through the periscope of a submarine, it would be extremely difficult to judge the outline or the true course.

It was NOT "camouflage", which is the art of rendering inconspicuous, generally by painting an object so that it blends into the surrounding.

At first this dazzle-painting took on every conceivable colour, even to bright pinks and greens, but later the study became much more scientific and it was found that dull "neutral" shades provided the best effects.

Colours were not just put on in any fashion, but many carefully worked out designs were tried out on models and the best for each individual ship evolved.

Both sides were different, and *Mauretania's* check pattern became well known.

The effect of this paintwork was very bewildering, and in addition there were some clever ideas such as painting bow and stern reversed so that it was not always easy to tell whether a ship was going or coming.

Sometimes a smaller ship was painted alongside to give the impression of being tied side by side. Bow waves were accentuated.

The build of ships was even regulated to fit in with the general scheme. For instance, in some of the standard ships with bow and stern similar in profile, a mast

The Merchant Navy

might be stepped right over to one side instead of being on the centre line, so that when seen at an angle the effect was most disturbing.

As time wore on many hundreds of merchant ships were so treated.

Official Admiralty opinion has never been united regarding the general effectiveness or otherwise of the whole scheme. Statistics were gone into, but nothing was proved. Some said that it was all bunkum while others stoutly championed it.

Whatever that may be, the general conclusion appears to be that the Royal Navy, or rather Whitehall, had no use for it, while most of the Merchant Navy personnel stoutly upheld it and does to this day.

In the present war, much the same thing prevailed, although more ships were generally painted grey at an early date than before. Dazzle-painting had not, however, been adopted to any extent up to the end of 1940.

It was suggested during the last war that the system of dazzle-painting should be reversed in peace, and that outlines could be made sharper, so as to make the ships more distinct at sea, and minimise risks of collision.

It was asking rather too much, however, to expect companies to sent their ships about in all the colours of the rainbow, and although it would have called for originality, the scheme came to nothing.

CHAPTER LV

Fashions in Funnels

(THEIR NUMBER, SIZE, DESIGN AND COLOURING)

IT is a curious fact that the larger ships have become, the smaller has been their number of funnels.

Time was when the number of funnels was seriously considered by a shipping company from the publicity point of view, because in the early days of this century many people were very highly impressed by pictures of ships with towering "smoke-stacks", as our cousins across the Atlantic call them.

Particularly was this so with emigrants, who judged a vessel's power and reliability by the number of funnels, and who have been known to refuse to travel by a ship with one only when they had been attracted by pictures in the shipping companies' windows of giants with at least four.

Although this was mere ignorance, it was not so far off the mark, for in those days the number of funnels was largely governed by the number of boilers, and this in its turn, meant power.

Nevertheless, there is no denying that the four-funnelled liners, of which *Lusitania* and *Mauretania* were the precursors, were ships of great beauty. There is no lovelier vessel afloat to-day than the veteran *Aquitania*. Although this statement will no doubt rouse a hornet's nest among "moderns", there can be little doubt that the ships of the immediate pre-Great War period were very beautiful to look upon. They looked like sleek "greyhounds", and although many of the ships to-day give a fine

The Merchant Navy

impression of power and speed, it can be questioned whether they have the grace or charm of old.

However, there are other things beyond aestheticism to be considered when designing a ship, although the pendulum seems to have swung in the opposite direction in many cases, and mere utility has replaced fine lines by grotesque ugliness.

More power from less boilers and the need for clearer deck spaces have all contributed to the reduction in the number of funnels.

The largest British Atlantic liners to-day have three or even two, and ships of over 27,000 tons now often have a single funnel only.

The advent of the motor ship brought about a change of fashion.

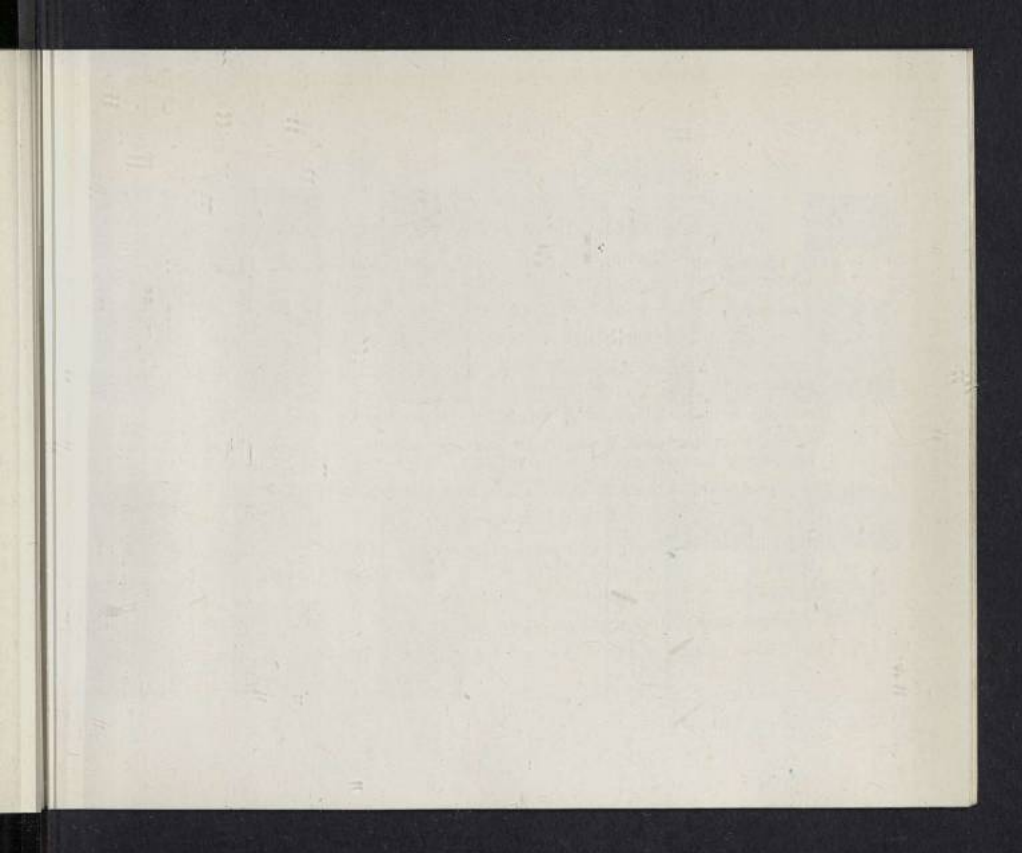
Actually there is no need for a motor ship to have noticeable funnels at all, but fortunately very few British owners have followed the example of many foreign companies, Scandinavian in particular, of dispensing with them entirely.

Not only do funnel-less ships look unfinished, but all the goodwill gained by instant recognition of ownership, vanishes.

There was a time, shortly after the large motor passenger liner was first introduced, when ships were fitted with distinctive short, squat affairs, attractive in their way and definitely characteristic. This was a phase, however, and many owners considered that if they had funnels at all they might as well have ones of more ordinary dimensions.

Bibby's have never varied from their single graceful, rather tall pink funnels, although the motor vessels of which their fleet now mostly consists have slightly shorter ones than some of their earlier steamers, which were rather "spindly".

The whole thing depends upon outlook and general proportions. For instance, many people talk about "factory chimneys", but then some factories would look strange without a chimney. There was a ship in the early days with a length of 90 feet and a funnel of 40 feet.



SOME EXAMPLES OF BRITISH FUNNEL DESIGNS.

1. Plain black adopted by many companies including Anchor, Booth, Clyde Shipping Co., General Steam Nav. Co. and P. & O.
2. An example of the bold initial; The Hain Steamship Co. Ltd.
3. An example of the initial letters; Osborn & Wallis Ltd. of Bristol.
4. A symbolical design; the tugs of the South Metropolitan Gas Co. depicting a gasometer.
5. The bold device; Ellerman & Bucknall Steamship Co. Ltd.
6. The plain white band favoured in varying widths by numerous companies including, Donaldson, Moss-Hutchinson, Stephenson Clarke, etc.
7. The double white band of the British India Company.
8. The letter on a band; J. & C. Harrison Ltd.
9. Coast Lines Ltd. adopted this funnel from one of the old firms taken over by them.
10. The distinctive plain white of P. & A. Campbell.
11. A popular funnel and a smart, clean design.
12. The thistle design of the "Thistle" line of Allan Black.

PLATE VIII



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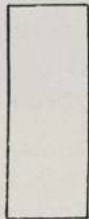
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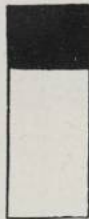
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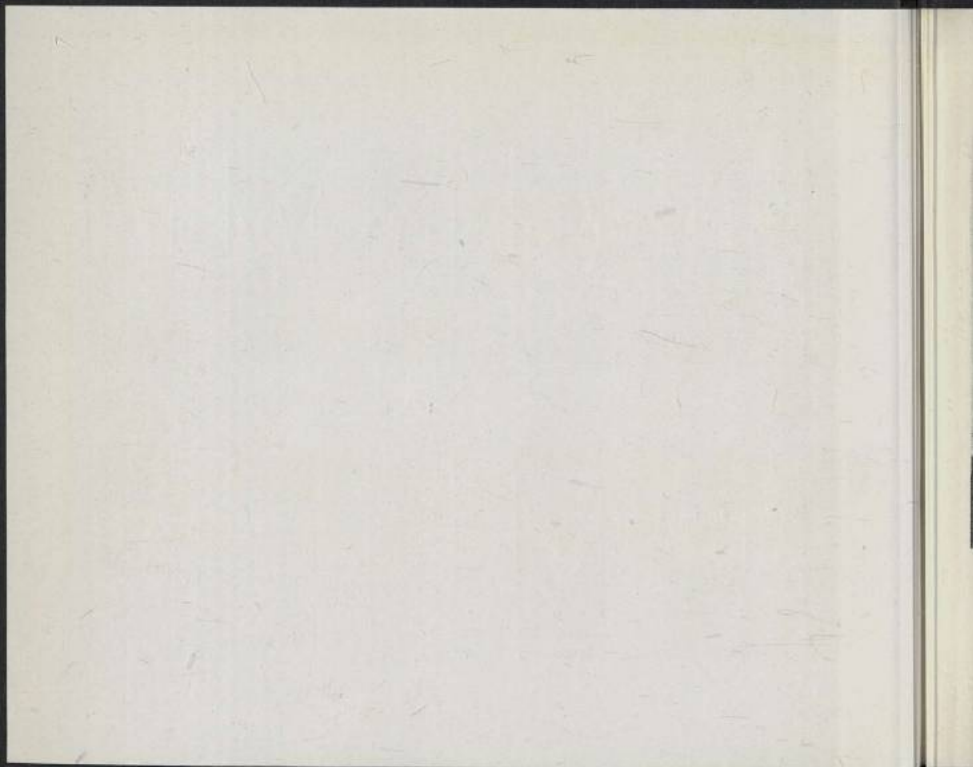
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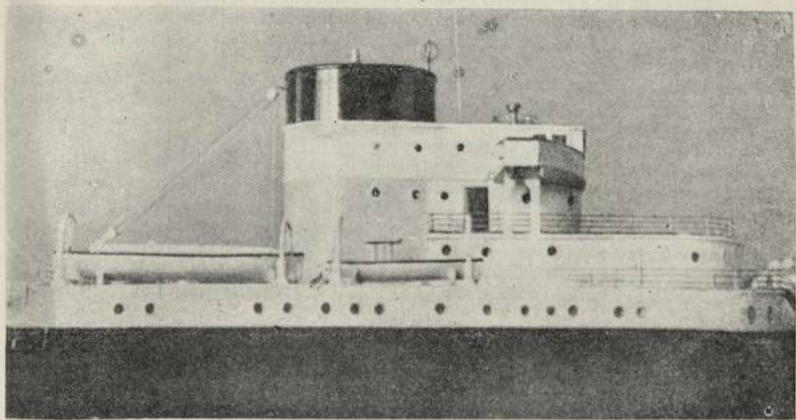


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FUNNELS

Funnel and bridge of "DELIUS" class motor vessel built in together.

The Merchant Navy

Size does not altogether depend upon questions of beauty or otherwise, because ships engaged in the Far Eastern trade require, with natural draught furnaces, considerably taller funnels than those engaged in cooler climes. This is the reason for the large funnels of Blue Funnel ships which seem to fit in so beautifully with the general build of their vessels.

Streamlining has been hailed as a modern idea, but it is not so revolutionary after all. Many of the fast pre-Great War liners had elliptical or pear-shaped funnels, and even rounded bridge-fronts.

Incidentally, the cost of painting a large funnel is very considerable, and so when a ship had four vast ones, the annual upkeep bill was considerably added to.

The increasing popularity of deck games required greater attention to be devoted by naval architects towards the doing away with all unnecessary obstructions. Although funnels could not be regarded as unnecessary, it was found that with the increased power of modern machinery, the number could be reduced. At first, for very large ships, an additional "dummy" funnel was put in. This was partly as a concession to "funnel worshippers", but it also was used as part of the ventilating system of the ship.

A noteworthy example of this in a large British-built ship was the third funnel in *Empress of Britain*.

It enhanced the appearance and acted as a ventilator.

In the years preceding the present war, cruises helped to popularise ships to such an extent that they sometimes became mere floating "cocktail bars".

However that may be, the boat and sports decks were gradually cleared, until ships of to-day are uncluttered with many ventilators and other erections.

Harland & Wolff introduced the huge oval structure typified in Union Castle ships of "Athlone Castle" class. These have a single gigantic funnel measuring approximately 32 feet high by 50 feet wide (fore and aft).

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FUNNEL DESIGNS.

1. The single red band is used in varying widths by William Watkins' tugs, London & Edinburgh, Melbourne S.S. Co. and other smaller companies.
2. The twin bands of the Clan group; Clan, Scottish Shire & Houston.
3. The Maltese Cross of the Houlder Line.
4. The symbolical mark of the Prince Line; other companies in the Furness groups have the same funnel without the feathers.
5. The "one of ham and two of fat" of T. & J. Harrison; similar designs with varying widths of red are popular.
6. The Gas Light & Coke Company.
7. C. T. Bowring & Co.
8. A very popular design with many British companies including Anglo-American Oil, Gow Harrison, Belfast S.S. Co., Denholm, Dundee Perth, Wilson, Great Western Rly., Hall Bros., John Holt, etc.
9. Two or three bands are worn by Cunard White Star, Bland, Union S.S. Co of New Zealand & Isle of Man Line.
10. The broad black band of Manchester Liners, Whimster & Constantine.
11. This is also a popular design although the white varies in width.
12. The distinctive pink of the Bibby Line.

PLATE IX



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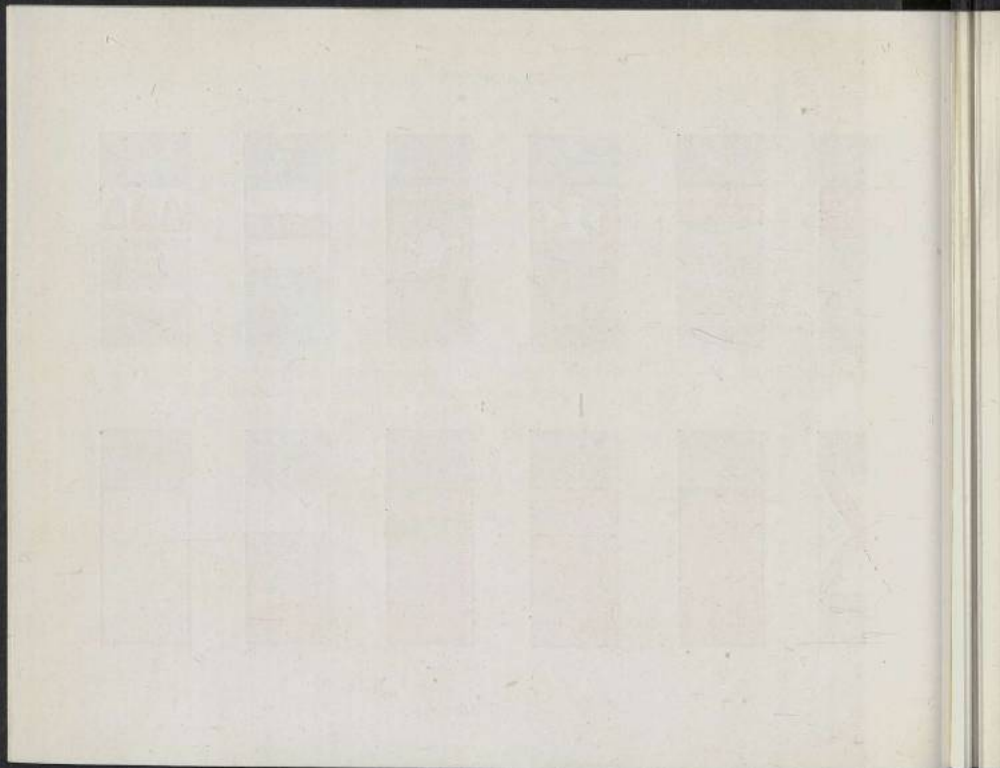
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Fashions in Funnels

They have also put similar ones in many of the smaller ships.

When *Arundel Castle* and *Windsor Castle* first came out in 1921-22 they had four very thin small funnels, but during their reconstruction in 1937-38 these were replaced by two larger ones; an improvement, but they still do not seem to be quite at home.

It is strange that the Castle ships should have swung over to these fat funnels, because their old steamers used to be noteworthy for their tall, graceful ones.

Some of the small motor-ship type funnels serve as covers over dining saloons, as engineers' stores or even as smoking rooms or nurseries. The "Delius" class of Lamport & Holt have funnels built into the bridge-work as shown on page 349.

The funnels of *Queen Mary* vary in height, the first being higher than the second, and some 15 feet higher than the third. This is partly because of the windflow and partly for appearance. They are 100 feet in circumference.

Many ships have smoke-deflecting vents fitted in the funnels.

So much for size and shape.

Now as to colour. Most of the early steamships had plain black funnels, but these gradually gave way to bands, designs and different colours.

Many are the stories and legends that have grown up round the reasons for some of them. It is believed that one famous company adopted its colour scheme because one of the directors or partners considered that it harmonised with the tropical sunsets.

It is certain that when Alfred Holt took over his first steamer, *Dumbarton Youth*, he found a large quantity of bright blue paint on board, probably left over from painting the traditional blue mourning band round the hull out of respect to its late owner.

The Merchant Navy

He thereupon decided to paint the lofty "chimney" with this acquisition, and to this day the Holt ships have carried on the distinctive colouring.

Lamport & Holt was founded partly by a brother of Alfred Holt, and this accounts for the blue beneath the white band and black top of this famous company.

Many companies have the initial letter of the managing owner painted boldly on the dark background or on a lighter coloured band.

The Ulster S. S. Co. of George Heyn & Co. has the Red Hand of Ulster boldly displayed upon a white shield. W. A. Souther, owners of the Sheaf Steam Shipping Co., have a yellow wheat-sheaf upon a blue band.

Houlder Bros. show a bold Maltese Cross reminiscent of the old days when their ships traded to that Mediterranean stronghold.

T. & J. Harrison have a thin red band between broader white and this causes seamen to dub them "one of ham (or lean) and two of fat".

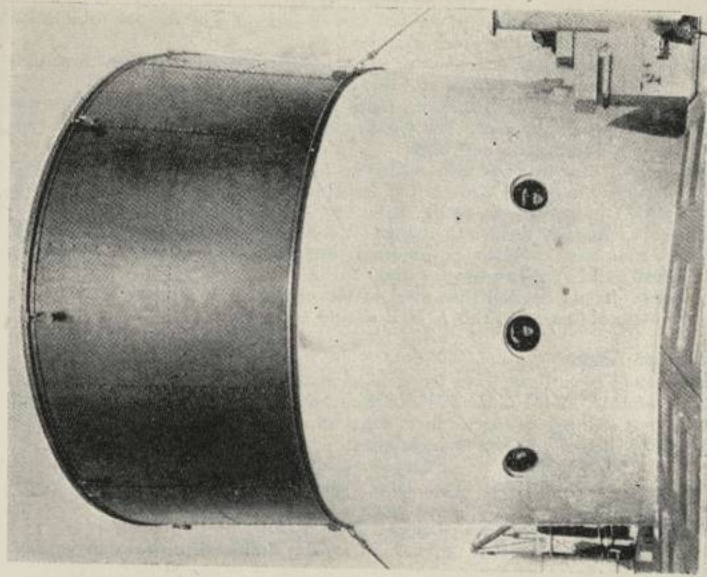
The pale blue and red on the funnels of (Lawther) Latta's ships (Nitrate Producers' Steamship Co.) are said to have been the racing colours of the late Colonel North, the Nitrate king.

Cory's black diamond is symbolical of coal, the foundation of their business.

The red and yellow of Larrinaga & Co., and of Yeoward Bros. denote origin or connection with Spain.

The white triangle of the Cairn line is said to represent a cairn, and is thus a play, on the name, while the red design on the buff funnels of the Nourse ships is said to be symbolical of Neptune's crown.

Sometimes when companies merge with others, a compromise is reached whereby the funnel of one company is retained with the House Flag of the other. At other times, all the ships take on the funnel colouring of the purchasing concern. Such cases are those of the Ellerman group of companies where Hall, City, Papayanni, Westcott & Lawrence ships all have the buff, white and black of the Ellerman line itself.



FUNNEL OF MOTOR LINER "GEORGIC"
Used as an engineer's smoke-room

The Merchant Navy

The Coast Line funnel is that of the old Powell Line, one of the old established concerns which makes up this great combine.

When the Burns and Laird Lines were amalgamated, the funnel was at first that of the Laird Company, but it was afterwards changed.

When the Houston and Scottish Shire Lines were acquired by the Clan there was at first an ingenious compromise. The former ships had red funnels with black tops and the Scottish Shire, plain buff ones.

The Clan itself had black funnels with two narrow red bands. These two red bands were painted upon the black top of the Houston ships and upon a black top which was added to the Scottish Shire. Later the Clan funnel was adopted entirely.

Sometimes a company decides to change its colouring or design for no apparent reason other than that a director or senior partner dislikes the old one. It is rather confusing, but adds to the variety of life.

Nevertheless, it can be seen that even in the colouring of funnels, tradition or association plays its part and this is as it should be.

Four-funnelled Liners

Four-funnelled large liners have never been numerous, and to-day there is only one left, *Aquitania*, of the Cunard White Star Line. Of 44,785 tons, she was built in 1914, and is still one of the loveliest ships afloat.

Other British liners with four funnels were:

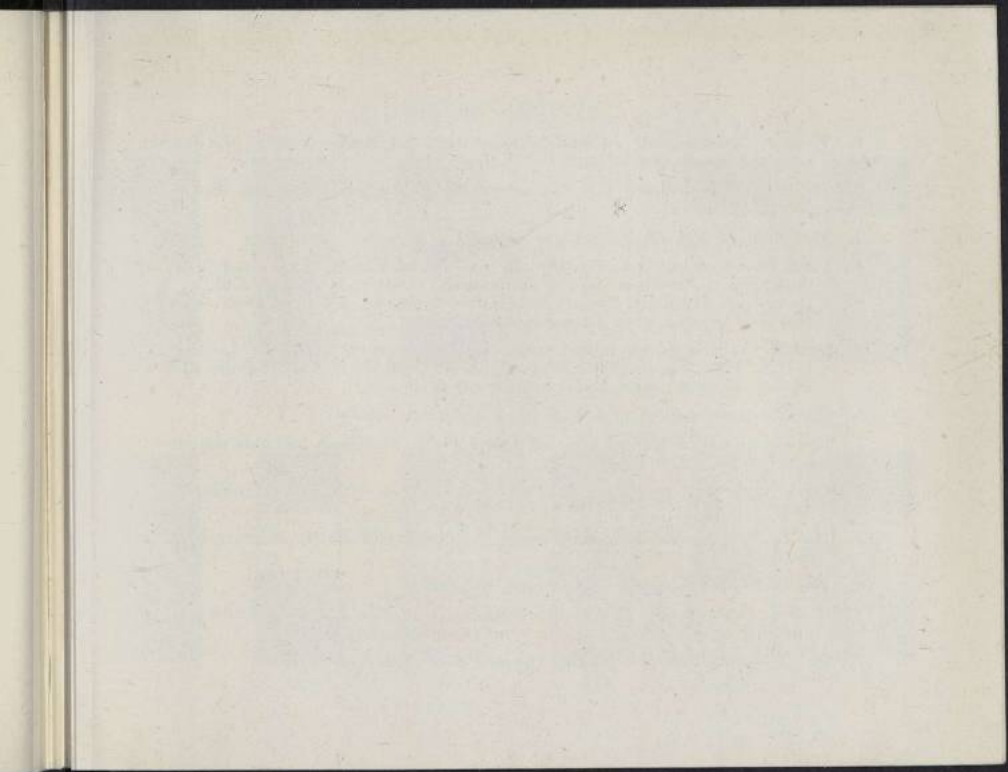
Lusitania, of 1907, of 30,696 tons. Torpedoed and sunk in 1915.

Mauretania, of 1907, of 31,938 tons. Held "Blue-Riband" for twenty-two years.

Broken up 1935.

Olympic, of 1911, of 45,324 tons. Broken up in 1937.

Titanic, of 1912, of 46,329 tons. Struck an iceberg and sank on maiden voyage, 1912.



FUNNEL DESIGNS.

1. T. & J. Brocklebank; in this form, or with the bands reversed, the funnel is adopted by several firms.
2. The Nitrate Producers' S.S. Co. adopt the racing colours of the late Colonel North (The Nitrate "King").
3. The Eagle Oil & Shipping Co.'s tankers.
4. Plain yellow or buff ranging through many shades is worn by many Telegraph Companies, Aberdeen & Commonwealth, Asiatic, Canadian Pacific, Elder Dempster, Huddart Parker, MacAndrews, Orient, Pacific Steam, P. & O., Royal Mail and Wm. Thomson among many.
5. Another very popular funnel with the buff varying in tone; L.M.S. Rly., L.N.E. Rly., Southern Railway, Cunard White Star, Shaw Savill, Elders & Fyffes, Hogarth, and Andrew Weir all favour it.
6. The Ellerman Lines. (The buff is of a pinkish shade.)
7. The famous Blue Funnel Line of Alfred Holt. Dalgliesh has this design with a large red "D" on the blue.
8. Lamport & Holt retain the blue of the Holt Line with a distinguishing white band.
9. The Federal Line display the former House Flag of Money Wigram of sailing ship days.
10. The Blue Star Line funnel is quite distinctive.
11. B. & J. Sutherland. The Nourse Line has a similar design but with only the uprights which are in red. It symbolizes Neptune's crown.
12. The Yeoward line incorporates the red and yellow of Spain.

PLATE X



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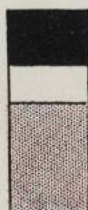
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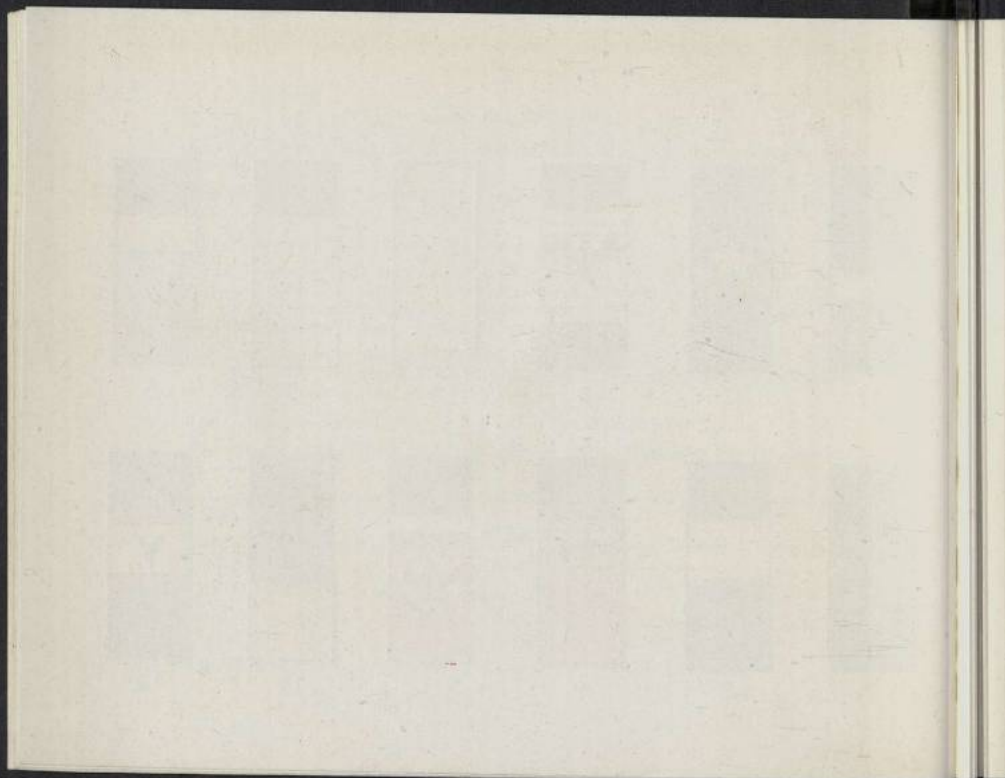
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Fashions in Funnels

Britannic, of 1914, of 48,158 tons. Never in service, and sunk as a hospital ship in 1915.

Arundel Castle, *Windsor Castle*, of 1922, of 19,000 tons. Re-built with two funnels in 1937, and still in service.

There have been one French and five German liners with four funnels.

Recognition Hints

IT is sometimes very valuable to be able to identify passing ships and at all times it adds much to one's enjoyment to be able to tell what type of ship it is, possibly to which company it belongs, and even the individual ship herself.

Recognition is always a matter of experience and study, and it is not easy to lay down hard and fast rules, as some people have different ways of memorising from others, but there are a few points which might be mentioned.

It is not always possible to tell a British ship by her ensign, as this may be too far off to notice clearly, and even if the ship is closer it may not be simple to pick out the details when it is flapping about or perhaps hanging limply. Again, the ensign might be silhouetted.

There is no ready method by which a British ship may be spotted by her build although as a general and rather vague description it may be said that British-built ships are not so "piled up" as foreigners, and seem to sit more snugly. This naturally applies mostly to large passenger liners. National characteristics seem to come out in big ships and especially so during the last few years before the outbreak of war.

Our liners are not so bizarre as others. Frenchmen are frequently almost grotesque, and appear to belong to a collection of museum pieces. Germans are heavy, piled up and rather ponderous, while the Italians are aggressive and ultra-modern.

A passenger liner may be recognised by her large number of promenade decks, and a good way to form a rough estimate of size is to count the number of lifeboats

Recognition Hints

carried. Take the average lifeboat to be between 30-35 feet long and some idea may be gained, because at sea, with nothing to judge them by, ships usually look much smaller than they really are.

Some of the large cargo liners might be mistaken for passenger ships as their accommodation is all amidships.

Fruit carriers, or vessels trading to hot climates, usually have a large number of awning stanchions distinctly visible.

Tankers almost always have engines aft, and are much larger and lower than colliers or coastal vessels, which also favour this construction.

It is usually by a combination of build and colouring that a judgment can be formed, and the first thing to do is to notice the funnel colouring, then the hull and certain minor details.

Nowadays companies suddenly break away from custom and bring out a ship in totally different colours from those by which they have hitherto been known.

Recognition by funnel colouring can only be made by a study of the markings in a funnel book or by familiarity, and there are many companies of all nations which favour plain colours or plain colours with black tops, and so this is a study by itself.

There is only one company in the world, however, with a pink funnel and black top, and this is Bibby, and it is impossible to mistake the ships for anything else as they all have a single tall funnel, four lofty masts and particularly slim, graceful lines.

The blue funnel liners of Alfred Holt are also distinctive because while there are a few other companies with ships painted like this, the Blue Funnellers have very large funnels without any noticeable rake, and the hulls almost invariably have a very distinctive and prominent sag amidships with sharply raking stems. Incidentally they had raking stems long before the last war, and long before anybody else had gone in for what is now a common practice.

The Merchant Navy

There is only one four-funnelled liner left, and she is *Aquitania*, the giant, or "Ship beautiful", of the Cunard White Star.

No ships other than British have three buff funnels, and these combined with white hulls, instantly mark them down as being either Canadian Pacific "Empresses" or P. & O. "Straths". The former, however, have royal blue bands round the hull and green waterline while the P. & O. have no bands, red waterline and are much more "piled up".

The Union Castle is the only company in the world to have hulls of the distinctive lavender colour, and it is impossible to mistake them.

P. & O.'s are also quite characteristic with the black hulls with white band, stone-coloured uppers and black funnels. Their "Straths" have been mentioned before, and have white hulls and buff or deep cream funnels.

Orient ships have buff funnels also, but they are all two-funnelled except the latest pair of cream-hulled sisters, *Orontes* and *Orcades*. All the ships have very prominent Admiralty or cowl-tops to the funnels and these tops are painted black.

The Blue Star funnel is unmistakable.

Waterlines or boot-topping are a check sometimes when we have narrowed down the field a bit. Similarly the colour of masts and derricks, or even the inside of the ventilating cowls, if one is near enough to notice them. For example, both the Anchor and Henderson ships have black funnels, black hulls with red waterline divided from the topsides by a thin white line, but the latter have grey masts and derricks.

The earlier Royal Mail liners might be confused with those of the Pacific Steam, but they have red or deep pink waterline, as against the green of the latter. Also they have a characteristic "island" bridge structure much favoured by Harland & Wolff in days gone by.

Boats are sometimes a help; for instance those in British India ships are black

Recognition Hints

hung from black davits. This company incidentally has the lower half of the masts black.

General Steam Navigation Company's ships frequently have royal blue boats.

Brocklebanks have black funnels with a prominent cowl, and half blue and half white bands and although this is not exceptional, when coupled with all-white masts and derricks and a very broad white band on the hull, there is not much room for doubt.

If the name can be read the problem is more or less solved, but here again there are traps. It does not follow that all "Castles" belong to the Union-Castle Co., because the ships of James Chambers, of Liverpool, are also named this way, but the latter are all North Country castles such as *Penrith* or *Muncaster*.

Cargo ships are much the same all the world over, and when silhouetted there is not much to guide one. On the other hand a Clan stands out unmistakably as a rule.

A whole book on the subject is not so good as a few hours' study combined with some practical experience, although the latter is not always essential, as many "steamer kiddies" can tell at a glance, and most of their knowledge has only been gained from studying pictures.

CHAPTER LVII

A Few Facts About Engines in use in Merchant Navy

TO an engineer the following explanation will be unnecessary and possibly ridiculous, but there may be some people who do not understand the main differences between the systems in use nor the advantages and disadvantages claimed for them. For this reason the brief descriptions may be of some value.

Steam

In a steam engine, which is believed to have had its inception when James Watt reflected on the steam issuing from a kettle, fuel, either coal or oil, is burnt in boilers or furnaces which convert the water in the boiler tubes to steam.

From the boiler it passes to cylinders, where it moves pistons up and down, and the connecting rod attached revolves the crankshaft, at the seaward end of which is the propeller or screw.

These are called **Reciprocating Engines**, and can be either of the single, compound, triple or quadruple expansion types, which means that there may be one to four cylinders, low pressure and high pressure, according to the amount of power desired.

In **Turbines**, the steam is passed into a drum or cylinder, where it is played on to thousands of small blades set at an angle: the force of this revolving causes the same result as the up-and-down engines.

Much greater power is obtained from turbines than from the reciprocating, and that is why it is in use for large fast liners over about 18 knots.

A Few Facts about Engines in use in Merchant Navy

Maximum *turbine* efficiency is obtained by its revolution at high speed, but maximum *propeller* efficiency is *not* obtained at the maximum revolutions of the screw, and for this reason the turbine is geared to the shaft by single or double gears.

Turbines take up less room in ships than the reciprocating, but are heavier and are more costly.

They are, however, being employed in greater numbers in large fast cargo ships.

Many improvements have been carried out in recent years with all kinds of steam engines and an up-to-date one is much more economical or powerful than that of even a few years back.

One of the most important improvements has been the adoption of **Superheaters**.

Ordinary steam is called saturated steam. If, however, the steam is passed through a compartment at a higher temperature, it will be raised in energy without the pressure being altered. It is then termed superheated. The Bauer-Wach system of combined turbine and reciprocating engine is much in service.

Now to raise steam in all these kinds of engines either coal or oil can be used.

Coal was perhaps the greatest single factor contributing to the material wealth of this country.

After the Great War, however, what with the soaring and uncertain prices of bunker coal owing to strikes, lockouts and other causes its use in industry began to decline seriously.

This, combined with the increasing adoption of the diesel engine for marine work, led to a steady growth of oil-fired boilers.

This commodity could be obtained at most bunkering stations of the world at prices which did not fluctuate very much, it was cleaner from the labour and certainly from the passengers' point of view, it was more economical, as it gave greater power, and above all it reduced the engine-room staff to about one-third, as it could be

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fed to the furnaces merely by turning on a few taps. Bunker space was not so great either, and this meant more space for cargo.

The oil burnt in steam boilers is the crude, heavy type, less refined than that used in motor vessels. It is technically termed "Fuel oil" or "Boiler oil".

In coal-burning ships a mechanical stoker is sometimes employed, and this ensures a more even feeding.

Another point that sometimes confuses is the **Draught**.

A fire will not burn without a draught in the chimney. This draught is caused by the different weight of the column of flue gas in the chimney compared with a similar column outside. This is known as **Natural Draught**. It follows that in warm climates it is necessary to have a much taller funnel or chimney than in colder zones to ensure the same draught. This is the reason why Blue Funnel liners and the old Bibby steam ships had such large ones.

Forced Draught owes its adoption in ships to Howden, of Glasgow, who invented a system of fans to stimulate the draught without being dependent on Funnel temperature. This increases the rate of combustion and consequently raises the steam pressure.

Internal Combustion Engines

The motor ships are driven by diesel engines or by engines based on the same principle.

Briefly speaking, marine diesels are like the engines of a motor car except that in the latter a mixture of air and petrol explodes by the admission of a spark created by a magneto.

In the diesel, only pure air is compressed, so as to raise its temperature above the ignition point of the oil fuel.

Into this incandescent air the oil is sprayed under pressure and combustion takes place.

A Few Facts about Engines in use in Merchant Navy

The oil being burned *inside* the cylinders does away with the need for boilers and steam pipes.

It converts about one-third of the heat raised into power, as against about one-tenth for a steam engine.

It develops more power, in consequence, on much less fuel, and some of the principal advantages claimed for the motor ship are:

Much less fuel is needed, and this can usually be stowed in double-bottom tanks, therefore releasing more space for cargo carrying.

It has much more consistent speed on account of not being dependent upon human stoking.

A **Diesel-Electric** ship is one in which the power is raised by diesels to supply electric energy.

A **Turbo-Electric** ship is one in which power is raised by steam turbines to supply the electric energy.

Auxiliary Machinery

This has been improved beyond all recognition since the last war, and the old "Donkey Boiler" may soon be a thing of the past. This auxiliary machinery is used for a large variety of purposes, according to the functions of the ship concerned. It is used to work the cargo-handling derricks or deck cranes, to supply the electric lighting system, to provide water for washing, drinking and other purposes, to work the winches for anchors, to keep the temperature level and so on.

Many of the modern ships have all electric or motor, and sometimes the power can be relayed from the main engines themselves.

CHAPTER LVIII

Tonnage

MERCHANT ships are calculated on a different basis from that of warships.

In the old days when the greater part of the maritime trade of this country consisted of visits to and from the French ports just across the English Channel, a vessel was spoken of as being capable of holding so many "tons" or "tuns". This was a cask of wine, which comprised most of the cargo.

So to-day the tonnage of a merchant ship means her *cubic capacity*, not her *weight*.

There are several kinds of tonnage in use, however, and it is just as well to mention them, but always bear in mind that unless specifically stated, it means her *Gross Tonnage*.

Gross Tonnage. 100 cubic feet of permanently enclosed space equals one ton. That is to say, the hull and superstructure, deck houses and so on. If the hull-side has a permanent opening, the space is not measured.

Net Tonnage. This is the earning capacity of a merchant ship, or the portion in which freight-bearing cargo is carried. It is the same as the gross tonnage less all the engine- and boiler-rooms, crew accommodations, bunkers and such-like spaces.

Freight Tonnage. This is one only used among charterers and merchants, and is really the oldest of them all, as it is believed that the old "tun" of wine measured approximately some 40 cubic feet, and that is the measurement of one freight ton in these days.

Tonnage

Displacement Tonnage. All warships are calculated on this basis. This is the *actual weight* in tons of the ship. It gets its name because any object "displaces" or pushes aside its own weight of water.

If a ship is without cargo it is termed *Light Displacement*, and if she has full bunkers and is down to her load-line it is *Load Displacement*.

Deadweight Tonnage. This is the weight in tons of cargo and fuel, etc., carried by a ship. It is the weight required to bring the ship down from the light displacement to the load.

CHAPTER LIX

Builders of British Merchant Ships

HERE is an alphabetical list of some of the principal builders of British merchant ships. It is not exhaustive and some of the firms mentioned have now unfortunately gone out of existence or have been taken over by National Shipbuilders' Security, a concern formed after the last war with a view to rationalising the industry and closing down redundant yards. One wonders whether the axe was applied too vigorously. It would probably have been far wiser to have given some sort of Government assistance to those firms which found themselves "under the weather" through no cause of their own, and thus to have maintained a greater flow of skilled workers.

The present war has shown that it is one thing to try and revive old shipyards or create new ones, but quite another to find the necessary labour.

During the last war new yards were established, but sometimes longer ships were built in them than was feasible, and when the launch came, the ship ran into the opposite bank of the river and stuck there, thus blocking the fairway for a long time.

No doubt standard ships will again be constructed in large numbers to replace those ships lost by enemy action and a certain number of new yards will be opened in Canada, Australia, Malaya and elsewhere.

The Clyde has always been the home of world shipbuilding, and some of the greatest liners afloat to-day saw their birth there.

The Tyne follows closely, and Barrow-in-Furness, Belfast and a dozen or so others have built ships for every nation in the world.

Builders of British Merchant Ships

Palmers, the former builders of the greatest number of tank ships, has closed its doors; Workman, Clark and Beardmores have gone the same way.

Even in peace-time British yards can produce ships in a remarkably short space of time. Burntisland, which has, ever since the last war, standardised many efficient types, for instance, delivered thirty-two cargo ships, totalling some 137,000 tons deadweight, in thirty-two months.

A ship of 10,000 deadweight was built ready for launching in an advanced stage of completion in exactly seventeen weeks, or ninety-four working days after the laying of the keel.

Wm. Doxford also specialised in many types, both ships and their engines; they invented the famous turret ship type which was thought much of at the beginning of this century.

Wm. Denny, of Dumbarton, were the pioneers of the fast cross-channel liners, and they have maintained their premier position ever since.

Some shipping companies have kept up an unbroken record for placing all or most of their orders for new ships with the same builders.

Harland & Wolff owed their origin to the financing of and setting up in business of the founder of the firm by John Bibby, of the Bibby Line of steamships. The connection between builder and owner has often been closer still, and in the sailing ship days many owners built their own vessels.

Some British Shipbuilders

ALLSAS SHIPBUILDING CO., LTD.	Troon and Ayr
ARDROSSAN DRY DOCK AND SHIPBUILDING CO., LTD.	Ardrossan
ARMSTRONG, SIR W. G., WHITWORTH & CO., LTD.	Newcastle-on-Tyne
AUSTIN, S. P., & SON, LTD.	Sunderland
AUSTRALIAN COMMONWEALTH SHIPPING BOARD	Sydney

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AYRSHIRE DOCKYARD CO., LTD.	Irvine
BARCLAY, CURLE & CO., LTD.	Glasgow
BARTRAM AND SONS, LTD.	Sunderland
BEARDMORE, WM., & CO., LTD.	Dalmuir
BLUMER, J., & CO., LTD.	Sunderland
BLYTHWOOD SHIPBUILDING CO., LTD.	Glasgow
BROWN, JOHN, & CO., LTD.	Clydebank
BURNTISLAND SHIPBUILDING CO., LTD.	Burntisland
CAIRD & CO., LTD.	Greenock
CALEDON SHIPBUILDING AND ENGINEERING CO., LTD.	Dundee
CAMMELL, LAIRD & CO., LTD.	Birkenhead
CANADIAN VICKERS, LTD.	Montreal
CONNELL, C., & CO., LTD.	Glasgow
COWPEN DRY DOCKS AND SHIPBUILDING CO., LTD.	Blyth
CRAIG, TAYLOR & CO., LTD.	Stockton-on-Tees
DENNY, WM., AND BROTHERS, LTD.	Dumbarton
DIXON, SIR RAYLTON, & CO., LTD.	Middlesbrough
DOXFORD, WM., AND SONS, LTD.	Sunderland
DUNCAN, ROBT., & CO., LTD.	Port Glasgow
DUNDEE SHIPBUILDING CO., LTD.	Dundee
DUNLOP, BREMNER & CO., LTD.	Port Glasgow
EARLE'S SHIPBUILDING AND ENGINEERING CO., LTD.	Hull
FAIRFIELD SHIPBUILDING AND ENGINEERING CO., LTD.	Govan, Glasgow
FURNESS SHIPBUILDING CO., LTD.	Middlesbrough
GOOLE SHIPBUILDING & REPAIRING CO., LTD.	Goole
GRANGEMOUTH DOCKYARD CO., LTD.	Grangemouth
GRAY, WM., & CO., LTD.	West Hartlepool and Sunderland

Builders of British Merchant Ships

GREENOCK DOCKYARD CO., LTD.	Greenock
GREENOCK AND GRANGEMOUTH DOCKYARD CO., LTD.	Greenock and Grangemouth
HALIFAX SHIPYARDS, LTD., HALIFAX.	Nova Scotia
HALL, RUSSELL & CO., LTD.	Aberdeen
HAMILTON, WM., & CO. (1928), LTD.	Port Glasgow
HARLAND AND WOLFF, LTD.	Belfast, Govan and Irvine
HAWTHORN, R. AND W., LESLIE & CO., LTD.	Newcastle-on-Tyne
HENDERSON, DAVID AND WILLIAM, & CO., LTD.	Glasgow
HILL, C., AND SONS, LTD.	Bristol
HONG KONG AND WHAMPOA DOCK CO., LTD.	Kowloon, Hong Kong
INGLIS, A. & J.	Pointhouse, Glasgow
IRVINE SHIPBUILDING AND ENGINEERING CO. (1902), LTD.	Irvine
LAING, SIR JAMES, AND SONS, LTD.	Sunderland
LITHGOWS, LTD. (late RUSSELL & CO.)	Port Glasgow
LIVINGSTONE AND COOPER, LTD.	Hessle, Hull
LONDON AND GLASGOW ENGINEERING AND IRON SHIPBUILDING CO., LTD. (no longer shipbuilders)	Glasgow
MCMILLAN, A., AND SON, LTD.	Dumbarton
NAPIER AND MILLER, LTD.	Glasgow
NORTHUMBERLAND SHIPBUILDING CO. (1927), LTD.	Howden-on-Tyne
PALMERS SHIPBUILDING AND IRON CO., LTD.	Hebburn-on-Tyne
PICKERSGILL, WILLIAM, AND SONS, LTD.	Sunderland
PRIESTMAN, SIR JOHN, & CO.	Sunderland
RAMAGE AND FERGUSON, LTD.	Leith
READHEAD, JOHN, & CO.	South Shields
RICHARDSON, DUCK & CO., LTD.	Stockton-on-Tees
ROBB, HENRY	Leith

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RUSSELL & Co., LTD.	Port Glasgow
SCOTT'S SHIPBUILDING AND ENGINEERING Co., LTD.	Greenock
SHORT BROTHERS, LTD.	Sunderland
STEPHEN, ALEX., LTD.	Linthouse, Glasgow
STEPHENSON, R., & Co., LTD.	Newcastle
SWAN, HUNTER AND WIGHAM RICHARDSON, LTD.	Wallsend-on-Tyne and Sunderland
TAIKOO DOCK & ENGINEERING Co., LTD.	Hong Kong
THOMPSON, JOSEPH L., AND SONS, LTD.	Sunderland
THOMPSON, ROBERT, AND SONS, LTD.	Sunderland
THORNYCROFT, JOHN I., & Co., LTD.	Southampton
VICKERS-ARMSTRONG, LTD.	Barrow-in-Furness and Newcastle-on-Tyne
WHITE, J. SAMUEL	E. Cowes, I. of W.
WORKMAN, CLARK (1928), LTD.	Belfast

Some Builders of Small Craft

George BROWN & Co. (MARINE), LTD., Greenock. Specialise in motor coasters.

COCHRANE & Sons., Ltd., Selby. Build tugs, trawlers, etc.

John CROWN & Sons, Ltd., Sunderland.

FERGUSON Bros. (PORT GLASGOW), Ltd., Port Glasgow. Build coasters, dredgers and tugs.

FLEMING & FERGUSON, Ltd., Paisley. Ferries, coasters, tugs, etc.

GOOLE Shipbuilding & Repairing Co., Ltd., Goole. Coasters of all types.

A. & J. INGLIS, Ltd., Glasgow. Tugs, steam and motor yachts, paddle steamers.

John LEWIS & Sons, Ltd., Aberdeen.

LOBNITZ & Co., Ltd., Renfrew. Dredgers and harbour craft.

LYTHAM Shipbuilding & Engineering Co, Ltd., Lytham. Ferries.

PHILIP & Sons, Ltd., Dartmouth. Lightships, lighters, etc.

Builders of British Merchant Ships

James POLLOCK, Sons & Co., Ltd., Faversham. Tugs, small coasters.

ROWHEDGE Ironworks Co., Ltd., Colchester. Tugs, lighters, etc.

Henry SCARR, Ltd., Hessle. Lighters, etc.

Wm. SIMONS & Co., Ltd., Renfrew. Dredgers.

J. S. WATSON (Gainsborough), Ltd., Gainsborough. Coasters, tugs, barges, etc.

W. J. YARWOOD & Sons (1928), Ltd., Northwich. Coasters, tugs, etc.

CHAPTER LX

A Few Facts About the Traffic of the Port of London

THIS is not a book about ports, as they hardly come within the scope of the Merchant Navy as such. Nevertheless a few facts and figures for the statistically minded will help to bring home once more the volume of trade passing through the world's greatest port.

A very large proportion comes in normal times in British ships, and in times of war all of it must be brought in British or friendly vessels.

The confines of the port coming within the jurisdiction of the Port of London Authority are from Teddington to the Nore (a distance of some sixty-nine miles). Above Teddington (in the old days "Tide on the Turn") and which is the first tidal lock, the river is under the control of the Thames Conservancy.

The following facts and figures have been extracted from the monthly magazine of the authority:

62,000 ships use the port during a normal year (62,000,000 net tons).

55,000 tons of wines and spirits, or enough to float a large liner.

3,250,000 tons of petroleum, or enough to float the whole Royal Navy.

14,000,000 tons of paper.

3,000,000 tons of timber.

690,000 tons of meat.

1,000,000 tons of sugar.

A Few Facts about the Traffic of the Port of London

- 200,000 tons of tea.
- 28,000 tons of tobacco.
- 200,000 tons of oranges.
- 3,000,000 tons of grain and flour.
- 950,000 tons of metals.
- 250,000 tons of coal.
- 1,700,000 tons of cement.

Thames River Services

During 1938 there were six firms running regular services on the Thames from Westminster to Greenwich and up river to Kew, Richmond and Hampton Court.

Over 250,000 passengers travelled to Greenwich and nearly 500,000 passengers up river.

In 1904 the London County Council built a fleet of thirty vessels for service on the Thames. They cost £6,500 each.

The service was not supported by the public, and after four years' running at a loss the entire fleet was sold for just over £18,000. Some of the ships found their way into remote corners of the world, some even to Turkey, where they were equipped as small gunboats. Others served during the Great War, and did good service under the Inland Water Transport in France and Mesopotamia. It is sometimes said that the L.C.C. ships had no chance from the start, because of the electrification of its own tramways at about the same period.

Many attempts have been made to revive a service since the old Thames Steamboat Company had to give up for lack of support.

During the present war a service of "taxis" was started, and at first promised well, but it did not develop.

Instones also tried for some years to inaugurate a regular service.

The Merchant Navy

Towards the end of last century the Victoria Steamboat Association, who also owned the famous down river *Koh-i-Noor*, took over some old ships and charged 6d. for the return fare between London Bridge & Greenwich with calls at all intermediate piers.

It was in 1897 that the Thames Steamboat Company took over these ships, to which it added three new ships of 10 knots.

Thames Sailing Barge Race

One of the most interesting old customs still surviving is the holding of the annual Thames Sailing Barge Match.

The seamanship exhibited is often of the very highest quality, and the enthusiasm shown by owners and crew is inspiring.

It is held in the lower reaches of the River as from Lower Hope Point to the Mouse Lightship and back to the "Ship & Lobster", at Gravesend. All these names savour of the windswept reaches and carry many memories.

The races are for four classes, Coasting Sailing Barges, Champion Bowsprit Class, River Topsail Barges (restricted Bowsprit class) and River Topsail Barges (Staysail class).

Silver cups are presented to the owners of the winning craft in each class and monetary awards to the crews of all which stay the course.

There is also an annual Medway barge race.

London Barge Fleet

The beautiful old russet-sailed Thames barges are rapidly passing from the scene. They have long remained because of their economic running with certain cargoes which do not deteriorate and for which there is no great urgency.

A Few Facts about the Traffic of the Port of London

Since the fifteenth century they have existed on London River and great barge tiers used to exist at such places as Gallions, Greenwich and Hole Haven.

With the inevitable speeding up of transport their end is in sight, and the following figures are significant and sad.

<i>Year</i>	<i>Number</i>
1867	8,000
1909	2,000
1932	1,000
1939	400

London Street Names taken from British Merchant Ships

Some years ago when the Popular Borough Council issued a revised list of street names in the Borough some very interesting notes on their origin were prepared by Mr. Bolt, a former Deputy Borough Surveyor.

Few people stop to think how many articles or phrases in daily use owe their origin to sea-faring terms or expressions.

Still fewer pause to wonder at some of the unusual or strange names of some of the streets of the world's greatest sea port. They are very interesting, and hold a wealth of historical importance, and a few are given below to show how British merchant ships have contributed to the list.

HARBINGER ROAD and HESPERUS CRESCENT are names of old Orient ships.

THERMOPYLAE GATE comes from the famous Aberdeen clipper which raced with the *Cutty Sark*.

HOLMSDALE HOUSE takes its name from a ship built in 1858, and which sailed to Australia from the West India Dock for thirty years.

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CONSTANT HOUSE and GOODSPEED HOUSE are reminders of *Sarah Constant* and *Good-speed*, two ships sailing from Blackwall to found the first British Colony in Virginia in 1607.

LINDFIELD STREET was named after the last sailing vessel owned by Shaw, Savill.

WIGRAM HOUSE perpetuates the famous Blackwall shipbuilder.

FRYATT STREET was a name given in 1939 to perpetuate the memory of the gallant Captain Fryatt, of the *Brussels*, who was shot by the Germans during the Great War.

CHAPTER LXI

A Few Interesting Dates in British Shipping

When the name of a S.S. Co. is given below it may sometimes refer to the original firm which probably had a different title.

- 1577. Drake circumnavigates the world in *Pelican*.
- 1588. Foundation about this date of Guinea, Levant and Turkey Companies.
- 1600. Formation of East India Company.
- 1670. Hudson's Bay Company formed.
- 1763. Money Wigram established.
- 1770. Foundations of Brocklebank firm.
- 1777. Carron Line established.
- 1781. First Mercantile Code.
- 1787. First register of Imperial Ships compiled.
- 1798. Dundee, Perth & London S.S. Co.
- 1807. Allan Line started.
- 1809. London & Edinburgh S. Co.
- 1812. Pioneer steamship in Europe (*Comet*).
- 1813. Abolition of East India Company's monopoly.
- 1821. Bibby Line established.
- First Steam Packet Company formed. St. George Steam Packet Co.
- 1824. Royal National Lifeboat Institution founded.
- 1825. Wm. Sloan & Co.

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1830. Formation of T. & J. Harrison.
Formation of F. H. Powell (now merged with Coast Lines).
1831. First steamship to Australia, *Sophia Jane*.
1832. Jardine, Matheson & Co. started shipowning.
1835. Formation of Wilson Line at Hull.
1836. Formation of Peninsular S.N. Co.
1837. Registration of General Steam Navigation Co.
1838. First steam Atlantic crossing by *Sirius*.
1839. Formation of British & American Royal Mail S.S. Co. (later Cunard Line); of Royal Mail Steam Packet Co., Peninsular & Oriental and City Line (George Smith). Formation of Mercantile Marine Service Association.
1840. First Cunard ship crossed Atlantic and establishment of first regular Atlantic steamship service. Formation of Pacific Steam Nav. Co.
1843. First iron steamships in Britain.
1845. Cosens & Co. formed.
Lamport & Holt started.
1849. Formation of Houlder Bros.
1850. Formation of Bullard King.
1851. First ship designed solely for cruising. *S. V. Nightingale*.
1852. Formation of African S.S. Co and of Anchor Line.
First real steam collier, *John Bowes*.
1853. Formation of Union S.S. Co.
1854. First ship with compound engines, *Brandon*. Establishment of Donaldson Line.
Allan Line registered as a company.
1855. British India Line formed.
1856. Rennie's "Aberdeen Line" started. (Now merged with T. & J. Harrison.)

A Few Interesting Dates in British Shipping

1859. H.M.S. *Conway* established in Mersey.
1860. Shaw, Savill and Albion Lines amalgamated.
1861. First Atlantic cable laid by *Great Eastern*. Thames Merchant Officers' Training Association (Worcester) established. Ropner's "Pool" Line formed.
1862. Hall Line formed.
First screw ship to cross Atlantic under own power, *China*.
1863. First twin-screw ship.
1864. Red Ensign made exclusive flag of Merchant Service.
1865. China Mutual & Ocean S.S. Co. formed (Alfred Holt), also Lamport & Holt.
1866. Westcott & Laurance Line established. Introduction of Gold Medal by Queen Victoria for Cadet Training Ships.
Booth Line formed.
1867. Beaver Line (Canada S.S. Co.) started operations.
1869. Oceanic S.N. Co. (White Star Line) formed. Opening of Suez Canal.
1870. Dominion Line formed to take over Mississippi & Dominion.
Leyland Line formed by acquiring Bibby's Mediterranean service.
Lund's "Blue Anchor" started.
First attempt to burn oil fuel at sea.
1872. Formation of Forwood's Moroccan Service. (Later taken over by Royal Mail.)
1873. New Zealand Shipping Co. formed at Christchurch, N.Z.
First Atlantic liner with gas, *Adriatic*.
1874. First ship with triple expansion engines, *Propontis*.
First Cable ship built, *Faraday*.
1875. First triple screw ship, *Martello* (Wilson Line).
1876.

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1877. Orient Line started. First steel liner on North Atlantic, *Buenos Ayrean*.
First steam trawler, *Messenger*.
Canadian Pacific Company's Pacific service started.
1878. Clan Line of steamers formed.
United Kingdom Chamber of Shipping established.
First ship built for Australian trade, *Orient*. Hain Line formed.
1879. First frozen meat to arrive in London from Australia, *Strathleven*.
First North Atlantic ship with electric light, *City of Paris*.
1880. First steam trawler.
1881. First ship with successful triple-expansion engines, *Aberdeen*.
1882. First frozen meat to arrive in London from N. Zealand, *Metaura*.
1883. Houston Line started.
First steamers service on Great Lakes.
1884. First ship specially equipped for frozen meat from New Zealand, *Elderslie*.
First 20-knots ships, *Etruria* and *Umbria*.
1885. Federal and Runciman's "Moor" Line started. Andrew Weir.
1886. First sea-going tanker built in Britain, *Glückauf*.
1887. First quadruple expansion engines, *Suez*.
1888. Anglo-American Oil Company inaugurated.
1889. First Merchant cruisers, *Majestic* and *Teutonic*.
1890. Establishment of Shipping Federation.
1891. Elder Dempster buy the African S.S. Co.
Allan Line buys State Line of Glasgow.
1892. Canadian Australian "All red route" established by Canadian Pacific and U.S.S.N.Z.
1893. Opening of Manchester Ship Canal.
1895. Shipping Companies asked by Admiralty to tender for carrying troops.

A Few Interesting Dates in British Shipping

1900. Formation of Union-Castle Mail S.S. Co., Ltd.
1901. Elders & Fyffes start Shipping Line.
First permanent wireless in a ship, *Lucania*.
1902. White Star passes into American control.
Ellerman group begins by acquiring Westcott & Laurance & Papayann & Leyland Mediterranean business.
First wireless message across Atlantic, *Lucania*.
1903. Beaver Line acquired by Canadian Pacific.
First direct wireless communication with both sides of Atlantic, *Lucania*.
Canadian Pacific Company's Atlantic Line started.
- 1904.
1905. First North Atlantic turbine liner, *Virginian*.
1906. First Thames turbine ship, *Kingfisher*.
1907. Anglo-Saxon Petroleum Co. started.
1908. Formation of Port of London Authority.
1910. First water-tube boilers.
Royal Mail acquires P.S.N. Co. and P. & O. acquire "Blue Anchor".
1911. P. & O. *Medina* carries King George V and Queen Mary to India for Corona-
1912. Royal Mail acquire Union Castle. [tion. Durbar.
- 1913.
1914. Commonwealth & Dominion Line formed.
Carmania sinks German armed liner, *Cap Trafalgar*.
1915. Sinking of *Lusitania*.
First British ship to sink German submarine, *Thordis*.
1916. Canadian Pacific purchase Allan Line.
1917. Pangbourne established. Submarine campaign reaches peak and begins decline. Convoy system introduced.

The Merchant Navy

1918. Introduction of Standard Uniform for Merchant Service. *King Orry* represents Merchant Navy at surrender of German High Seas Fleet.
1919. P. & O. acquire most of shares of Orient Company.
- 1920.
1921. First turbo-electric merchant ship, *San Benito*.
1922. Creation of the Merchant Navy.
- 1923.
- 1924.
- 1925.
1926. Formation of Master Mariners' Company. H.R.H. Prince of Wales becomes Master and Master of Merchant Navy and Fishing Fleets, White Star Line bought back for Britain by Royal Mail.
First high-pressure steam turbines.
- 1927.
1928. Formation of Officers' (Merchant Navy) Federation.
1929. Loss of last British deep sea square-rigged sailing vessel.
1930. Royal Charter to Honourable Co. of Master Mariners.
- 1931.
1932. Royal Mail S.P. Co. group breaks up and Royal Mail Lines formed.
Grant of Livery to Master Mariners' Co.
Elder Dempster Lines also established.
1933. Petition to Parliament for review of conditions in Merchant Navy.
1934. Cunard White Star Line formed by merger of Cunard & White Star.
1935. Merchant ships attend Jubilee Naval Review and Masters presented to H.M. the King.
1936. British Ship Adoption Society formed.
1937. First Merchant Navy week and ships invited to attend Coronation review.
1938. Launch of world's largest ship, *Queen Elizabeth*.
1939. *Empress of Britain* brings back King from Canada under the Red Ensign.

CHAPTER LXII

Blue Riband of the Atlantic

UNTIL 1934, when Mr. H. K. Hales presented a fine trophy, the coveted Blue Riband was entirely a nominal award.

It was held by the ship recording the fastest passage of the North Atlantic.

This route has always captured the popular imagination more than any other, no doubt because of the greater size of ships engaged on it.

International rivalry has always been great, and with the growth of the merchant marines of other countries this rivalry again took on a new interest in recent years.

While the possession of the speed record does undoubtedly raise the prestige of the nation holding it, it must not be thought that shipping companies have sought it for this reason alone. Like other commercial concerns, the shipowner has to study economics, and the simple explanation is that passengers and cargo do flock to the fastest ship. The fast carriage of mails has also to be studied.

For the century between 1840 and 1940 during which time the steam period may be said to have been in operation, *ships of the British Merchant Navy have held the record for seventy-five years*, a striking record, especially when it must be remembered that foreign ships have more often than not been heavily subsidised by their Governments. Other holders have been the United States, who dropped out of the contest in 1856, France, Germany and Italy.

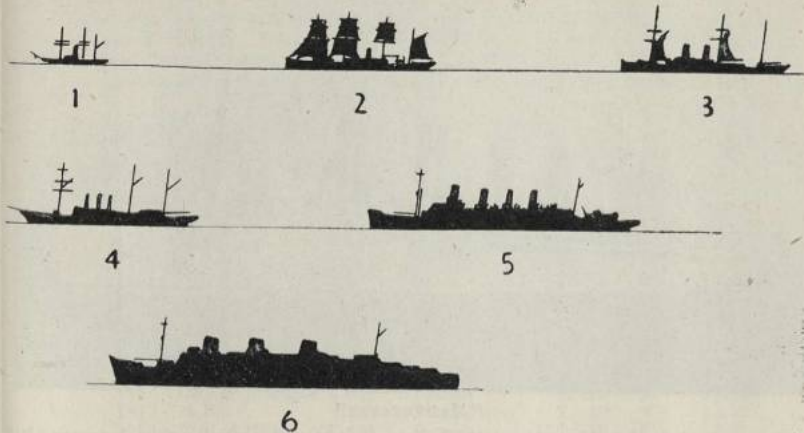
When Mr. Hales presented his trophy an International Committee was set up to regulate the precise terms and conditions to qualify for the award. Accordingly the starting place is not always the same, but the run ends at the Nantucket Light or Ambrose Channel Light vessel.

The Merchant Navy

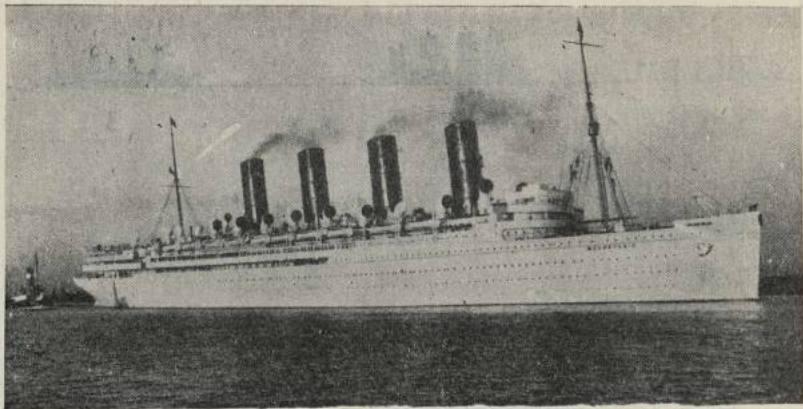
Silhouettes Showing Growth in Size and Speed of British Blue Riband Holders

1. *Britannia* Class of 1840. The first Cunarder. 1,154 tons. 14 days, 8 hours. (8.19 knots.)
2. *Baltic* of 1873. White Star liner. 3,707 tons. 7 days, 20 hours, 9 minutes (15.09 knots.)
3. *Etruria* of 1885. Cunard Line. 8,127 tons. 6 days, 5 hours, 31 minutes. (18.87 knots.)
4. *City of Paris* of 1889. Inman Line. 10,560 tons. 6 days, 29 minutes. (20.03 knots.)
5. *Mauretania* of 1907. Cunard Line. 31,938 tons. 4 days, 22 hours, 29 minutes. (23.69 knots.)
6. *Queen Mary* of 1936. Cunard White Star Line. 80,773 tons (at that time), 3 days, 23 hours, 57 minutes. (30.63 knots.)

Blue Riband of the Atlantic



SILHOUETTES: GROWTH OF BLUE RIBAND HOLDERS



"MAURETANIA"

The great Cunarder *Mauretania* which held the Atlantic speed record between 1907 and 1929. She is here shown white-painted for cruising.

Blue Riband of the Atlantic

British Ships Which Have Held Record More Than Once

Britannia (Cunard). Twice, 1840 and again in 1841.

Scotia (Cunard). Twice, 1863 and again in 1866.

Etruria (Cunard). Three times, 1885, 1887 and 1888.

Lucania (Cunard). Twice, 1893 and 1894.

Mauretania (Cunard). Five times, 1907, 1908, 1909, and 1909 to 1924.

Mauretania was the greatest of them all, for she held it unchallenged from 1909 to 1924.

British Blue Riband Holders, 1840-1940

The present holder is *Queen Mary* of the Cunard White Star Line. She gained it from the French *Normandie* by 30.99 knots East to West and 31.72 West to East crossings.

Year	Ship	Tonnage	Owners	Days	Hrs.	Mins.	Knots
1840	<i>Britannia</i>	1,154	Cunard	14	8	0	8.19
1840	<i>Acadia</i>	1,154	"	11	4	0	9.28
1841	<i>Britannia</i>	1,154	"	10	0	0	10.72
1848	<i>Europa</i>	1,820	"	11	3	0	11.41
(Held it until 1851 when U.S. gained it.)				[Longer run]			
1856	<i>Persia</i>	3,300	Cunard	9	4	45	13.90
1863	<i>Scotia</i>	3,871	"	8	3	0	14.01
1866	<i>Scotia</i>	3,871	"	8	4	34	14.51
1869	<i>City of Brussels</i>	3,081	Inman	7	22	3	14.66
1873	<i>Baltic</i>	3,707	White Star	7	20	9	15.09
1875	<i>City of Berlin</i>	5,491	Inman	7	18	2	15.21
1876	<i>Germanic</i>	5,004	White Star	7	15	7	15.79
1876	<i>Britannic</i>	5,040	"	7	12	47	15.94
(Held it until 1879 when France captured it.)							

The Merchant Navy

1884	<i>America</i>	5,528	National	6	14	8	17.80
1885	<i>Etruria</i>	8,127	Cunard	6	5	31	18.87
1889	<i>City of Paris</i>	1,560	Inman	6	0	29	20.03
1891	<i>Teutonic</i>	9,686	White Star	5	16	31	20.35
1892	<i>City of Paris</i>	10,560	Inman	5	14	24	20.70
1893	<i>Lucania</i>	12,950	Cunard	5	8	38	20.75
(Held until 1898 when gained by Germany.)							
1907	<i>Mauretania</i>	31,938	Cunard	4	22	29	23.69
1909	<i>Lusitania</i>	30,696	"	4	11	42	25.88
1909	<i>Mauretania</i>	31,938	"	4	10	51	26.06
(Held until Germany regained it in 1929.)							
1936	<i>Queen Mary</i>	80,773	Cunard				
			White Star	3	23	57	30.63

It is interesting to note that the record holder, *Germanic*, of 1876, is still serving as the Turkish liner *Gulcemal*.

Mauretania, in spite of her age exceeded all her previous records, in 1929 in an effort to wrest it from the brand-new *Bremen* and *Europa*. She put up the amazing performance of 27.22 knots for the eastward Atlantic run, only .69 less than that of the German ship.

Growth of North Atlantic Liners in One Hundred Years

Increase in length:	5	times
" " tonnage:	75	"
" " speeds:	4	"
" " h.p.:	250	"
" " fuel:	30	"

To set against the last item it should be noted that the amount of fuel now consumed per S.H.P. is now only about one-tenth of that required a century ago.

CHAPTER LXIII

Holders of British Records (September, 1939)

THE following are some records held by British ships in existence at the time of the outbreak of war. They are national records, as distinct from world records as given in the next chapter. World records, which therefore became British records as well, are found in the next chapter.

First

LINER TO BE COMMANDEERED IN GREAT WAR. *Oxfordshire*, of Bibby Line.
August 2nd, 1914.

LINER TO BE BUILT AFTER GREAT WAR. *Cameronia*, of Anchor Line, 1919.

LINER (AND SHIP) TO BE SUNK IN SECOND WORLD WAR. *Athenia*, of Donaldson-Atlantic Line. Torpedoed 3rd September, 1939.

MERCHANT SHIP TO SINK (RAM) GERMAN SUBMARINE IN SECOND WORLD WAR, *Asiatic*. In February, 1940.

MOTOR PASSENGER LINER. *Aorangi*, of Union S.A. Co., of New Zealand. 17,491 tons. 1924.

(This was the first ship over 10,000 tons.)

SHIP FROM NEW ZEALAND UNDER IMPERIAL PREFERENCE. *Pakeha*, of the Shaw, Savill. With dairy produce, in March, 1932; 45,068 boxes butter, 14,152 crates cheese and 20,000 cases of lemons.

SHIP THROUGH PANAMA CANAL. *Daldorch* (Campbell), in August, 1914.

The Merchant Navy

SHIP TO CARRY REIGNING SOVEREIGN ON STATE VISIT TO CANADA. *Empress of Australia*, of Canadian Pacific. Carried Their Majesties in May, 1939.

SHIP TO CARRY REIGNING SOVEREIGN UNDER RED ENSIGN. *Empress of Britain*, of Canadian Pacific. Brought Their Majesties back from Canada, 1939.

DIESEL-ELECTRIC PADDLE STEAMER. *Talisman*, of L.N.E.R. (Clyde Service).
Built in 1935. 544 tons. 17 knots.

DIESEL-ELECTRIC TUG. *Acklam Cross*, built in 1933.

Largest

MOTOR VESSEL. *Georgic*, of Cunard White Star. 27,750 tons.

MOTOR TANKER. *Athelcrown*, of United Molasses, 11,999 tons gross. 18,045 deadweight.

STEAM TANKER. *San Fernando*, of Eagle Oil. 13,056 gross and 16,212 cargo deadweight.

TRAIN FERRY. *Hampton Ferry* Class, of Southern Railway. 2,839 tons.

TURBO-ELECTRIC VESSEL. *Strathnaver*, of P. & O. 22,283 tons.

WHALE OIL FACTORY. *Terje Viken*, of United Whalers, 20,638 tons.

SHIP THROUGH PANAMA AND SUEZ. *Empress of Britain*, of Canadian Pacific, 42,348 tons.

SHIP BUILT IN ENGLAND. *Mauretania*, of Cunard White Star, 35,739 tons.
Built in 1939.

CHAPTER LXIV

World Records held by British Ships In Existence
in September, 1939

(It does not claim to be exhaustive.)

Fastest (in Regular Service)

"BLUE RIBAND OF THE ATLANTIC." *Queen Mary*, of Cunard White Star. 31.72
West-East. 30.99 East-West.

MERCHANT SHIP IN WORLD. *Queen Mary*. Average 31 knots.

"BLUE RIBAND OF PACIFIC." *Empress of Japan*, Canadian Pacific. 23 knots
average.

MERCHANT SHIP TO CANADA. *Empress of Britain*, of Canadian Pacific. 24 knots
average.

MERCHANT SHIP TO SOUTH AFRICA. "Athlone Castle" class, of Union-Castle.
21 knots average.

MERCHANT SHIP ACROSS TASMAN SEA. *Awatea* of U.S.S. Co. of N.Z.

Fastest Passages on Record

AUCKLAND-SYDNEY. *Awatea*, of U.S.S.N.Z. 57 hours, 31 mins. In 1937 against
heavy seas.

CAPE-AUSTRALIA (via Durban). *Dominion Monarch*, motor vessel of Shaw,
Savill. 8 days, 21 hours, 54 mins. In 1939, at average of 19.84 knots.

The Merchant Navy

- ENGLAND-NEW ZEALAND. *Awatea* of U.S.S.N.Z. In 28 days, 6 hours, 33 mins. (17.06 knots) on three out of 6 boilers.
- FREMANTLE-PLYMOUTH. *Orontes*, of the Orient Line. In 27 days in 1938.
- LONDON-BOMBAY. *Viceroy of India*, of P. & O. In 16 days, 1 hour, 42 mins.
- MARSEILLES-BOMBAY. *Strathmore*, of the P. & O. In 10 days (20.07 knots). In November, 1935. After clearing Canal speed averaged 20.56 knots.
- SOUTHAMPTON-CAPE TOWN. *Carnarvon Castle*, of the Union-Castle. 12 days, 18 hours, 38 mins. (21½ knots.)
- SYDNEY-DUNEDIN. *Awatea* of the U.S.S.N.Z. In 55 hours, 49 mins. (22.19 knots) in 1938.
- SYDNEY-WELLINGTON. *Monowai* of U.S.S.N.Z. In 2 days, 18 hours, 43 mins. (18.34 knots.) In 1931 with five out of six boilers.
- TAGUS-PLYMOUTH. *Strathnaver*, of the P. & O. In 47 hours, 33 mins. (21.75 knots.) In December, 1937.

Fastest Sailing Ships

- LONDON-NEW ZEALAND. *Westland*, of Shaw, Savill. 66 days in 1888.
- PORT CHALMERS-LONDON. *Otaki*, of the New Zealand Shipping Co. In 63 days. In 1877.

First

- DIESEL DRIVEN THAMES PASSENGER EXCURSION VESSEL. *Queen of the Channel*, of 1935, belonging to New Medway S.P. Co. Ltd.
- MOTOR PASSENGER LINER PLACED IN COMMISSION. *Aba*, of Elder Dempster, in 1918. Built as *Glenapp*, of Glen Line.
- MOTOR PASSENGER SHIP ON DIRECT ROUTE TO NEW ZEALAND. *Rangitiki*, of New Zealand Shipping Co. Ltd., in 1929.
- EUROPEAN TURBO-ELECTRIC VESSEL. *Viceroy of India*, of the P. & O., in 1929.

World Records held by British Ships

OIL-FIRED SHIP ON DIRECT ROUTE TO NEW ZEALAND. *Remuera*, of the New Zealand Shipping Co. Ltd.

OIL-FIRED THAMES EXCURSION STEAMER. *Crested Eagle*, of the General Steam N. Co. Ltd. Built in 1925, and lost at Dunkirk, 1940.

SHIP LICENSED TO BROADCAST IN BRITISH EMPIRE. *Kanimbla*, of McIlwraith, McEacharn, in 1935.

SHIP TO HAVE CREW RESCUED BY AIRCRAFT. *Kensington Court*, torpedoed in 1939, and crew rescued by Sunderland flying-boats of the R.A.F.

Largest

SHIP IN WORLD. *Queen Elizabeth*, of the Cunard White Star. Approximately 88,000 tons. Built in 1940.

SHIP TO SAIL FROM LONDON. *Mauretania*, of Cunard White Star, 35,739 tons.

MOTOR VESSEL FROM LONDON. *Georgic*, of Cunard White Star, 27,759 tons.

SHIP FROM POOL OF LONDON. *Baltrover*, of United Baltic Corp., 4,916 tons.

SHIP ON PACIFIC. *Empress of Japan*, of Canadian Pacific, 26,600 tons.

SHIP TO AUSTRALIA (DIRECT). *Strathallan*, of P. & O., 23,772 tons.

SHIP TO AUSTRALIA (via CAPE). *Dominion Monarch*, motor vessel, of Shaw, Savill, 27,155 tons.

SHIP TO AUSTRALIA (TRIPLE SCREW). *Ceramic*, of Shaw, Savill, 18,713 tons.

SHIP BETWEEN PORTS OF BRITISH EMPIRE. *Empress of Britain*, of Canadian Pacific, 42,348 tons. Sunk in November, 1940.

SHIP TO CANADA. *Empress of Britain*.

SHIP TO NEW ZEALAND. *Dominion Monarch*, of Shaw, Savill, 27,155 tons.

SHIP TO SOUTH AFRICA (DIRECT). *Capetown Castle*, of Union Castle, 27,000 tons.

SHIP TO SOUTH AMERICA (WEST COAST). *Reina del Pacifico*, of Pacific Steam N. Co., 17,702 tons.

The Merchant Navy

SHIP TO COME TO MANCHESTER. *Northumberland*, of Federal Line, 11,559 tons.

REFRIGERATED CAPACITY IN WORLD. *Avelona Star*, of the Blue Star Line, 641,272 cubic feet.

DELIVERY OF BUNKER FUEL AT ONE TIME. *British Reliance*, of British Tankers, to *Dominion Monarch* on Tyne, in 1939, 5,000 tons.

MOST POWERFUL MOTOR VESSEL IN WORLD. *Dominion Monarch*, of Shaw, Savill, 32,000 S.H.P. (quadruple screw).

CHAPTER LXV

World Records held in the Past by British Ships

THESE are old records dating back to the time of the first steam ship, and none of the ships was in existence at time of outbreak of war in September, 1939, under British flag.

First

STEEL SAILING SHIP. *Windsor Castle*. Built on the Clyde in 1859.

First (Companies)

TO INAUGURATE REGULAR STEAMSHIP LINE ACROSS ATLANTIC. Cunard Line.
In 1840 (under other name).

TO RUN REGULAR STEAM SERVICE TO AUSTRALIA. Orient Line. In 1878.
SCREW-SHIPPING COMPANY. General Screw Steam Shipping Co. In existence
from 1847-1857.

STEAM PACKET COMPANY. St. George S.P. Co. In 1821. Now incorporated
in Liverpool & N. Wales S.S. Co.

IN RIVER PLATE TRADE. Lamport & Holt. 1869.

TO FIT REFRIGERATING MACHINERY. Shaw, Savill & Albion. First in sail
and then in steam.

The Merchant Navy

First (Some North Atlantic Records)

REGULAR TRANSLANTIC SERVICE. Sailing vessels in 1816.

STEAMSHIP TO CROSS. *Savannah*. In 1819. (Partly American.) Crossing was mostly by sail.

SHIP SPECIALLY DESIGNED FOR N. ATLANTIC. *Great Western*. In 1828.

SHIP TO CROSS USING SAIL AS AUXILIARY. *Royal William*. In 1833.

SHIP TO CROSS ENTIRELY BY STEAM. *Sirius*. In 1838.

TRUE PASSENGER STEAMER. *Great Western*. In 1838.

SCREW SHIP. *Robert F. Stockton*. Built by Laird in 1839. Passage actually made under sail.

IRON SCREW SHIP. *Great Britain*, of 1846.

LAYER OF ATLANTIC CABLE. *Great Eastern*. In 1861.

SCREW SHIP TO CROSS UNDER OWN STEAM. *China*, of the Cunard Line. In 1862.

LINER FITTED WITH GAS. *Adriatic*, of White Star Line. 1873.

LINER FITTED WITH ELECTRIC LIGHT. *City of Paris*, of Inman Line. 1879.

STEEL LINER. *Buenos Ayrean*, of Allan Line. In 1877.

TURBINE LINER. *Virginian*, of Allan Line. Built in 1905. She is still running as Swedish-American liner *Drottningholm*, 11,055 tons.

TO HOLD "BLUE RIBAND" FOR OVER TWENTY YEARS. *Mauretania*, of Cunard White Star. 1907-1929.

First (Some Engine Details)

AUXILIARY S.S. TO CROSS ATLANTIC. *Royal William II*, of 1833.

CUNARD IRON SHIP. *Persia*, of 1856, 3,300 tons.

CUNARD SCREW SHIP. *Russia*, of 1867, 2,949 tons.

AUXILIARY S.S. TO INDIA. *Enterprise*. In 1825.

SEA-GOING SHIP WITH COMPOUND ENGINES. *Brandon*, of 1854. Fitted by John Elder. Reduced the prevailing figure of 4.5 lbs. of coal per I.H.P. hour to 3.25

World Records held in the Past by British Ships

- SHIP FITTED WITH TRIPLE-EXPANSION ENGINES. *Propontis*. Fitted in 1874 by Dr. Kirk. First really successful ship was *Aberdeen*, of 1881. (Consumption of coal was 1.28 lbs. per I.H.P. hour.)
- SHIP IN SOUTH AFRICAN TRADE WITH TRIPLE-EXPANSION ENGINES. *Matabele*, of 1886. Owned by John T. Rennie's Aberdeen Line.
- SHIP WITH QUADRUPLE-EXPANSION ENGINES. *Suez*. Fitted in 1887 by Central Marine Engineering Co.
- STEEL PADDLE STEAMER. *Ma Robert*. Built by Lairds in 1858 for Dr. Livingstone's use on the Zambesi.
- LARGE SHIP WITH PROPELLER ABAFT RUDDER. *Agamemnon*. Built with two sister ships in 1866 for Blue Funnel Line. They were not very successful as it affected steering qualities. She was broken up in 1899. It is particularly interesting in view of reviving interest created by an inventor, Mr. H. N. Swales, in 1939. One of the features claimed is that it makes steering easier!
- TRIPLE-SCREW ATLANTIC LINER. *Martello*, of Wilson Line. 1875.
- CUNARD STEEL SHIP. *Servia*, of 1881, 7,391 tons.
- TURBINE PASSENGER STEAMER. *Queen Alexandra*, on Clyde in 1902.
- THAMES TURBINE EXCURSION STEAMER. *Kingfisher*, of 1906, for the General Steam N. Co. Ltd.

First (Cruising Statistics)

- STEAMER EMPLOYED ON CRUISES. Certain doubt and controversy ranges round this question, but it seems fairly certain that it was probably *Tagus*, a P. & O. ship sent on a special cruise in the Black Sea in 1843. It is possible that the Wilson Line may have made earlier efforts, however.
- SHIP BUILT ESPECIALLY FOR CRUISING. Sailing vessel *Nightingale*, of 1851.
- OCEAN-GOING STEAMSHIP. *Chimborazo*, of the Orient-Pacific Line.

The Merchant Navy

TO CRUISE TO NORWEGIAN FIORDS. *St. Sunniva*. Specially built for cruising in 1887 by the North of Scotland & Orkney & Shetland S.S. Co.

First (War Statistics)

SHIP TO FULFIL ADMIRALTY REQUIREMENTS AS AUXILIARY CRUISER. *Orient*, of the Orient Line, 5,400 tons. Built in 1878.

SHIPS BUILT ESPECIALLY AS AUXILIARY CRUISERS. *Majestic* and *Teutonic*, of the White Star Line. 1889.

ADMIRALTY TRANSPORT LOST IN GREAT WAR. *North Wales*, owned by Hugh Roberts. Sunk by German cruiser *Dresden*, November, 1914.

BRITISH SHIP REPORTED LOST BY ENEMY ACTION DURING GREAT WAR. *Hyades*, of the Houston Line. Sunk by *Dresden*.

TROOPS LANDED IN FRANCE DURING GREAT WAR. From *Dunvegan Castle* and *Norman*, both of the Union Castle Line.

UNARMED LINER SUNK BY ENEMY ACTION IN GREAT WAR. *Falaba*, of Elder Dempster, torpedoed on 27th March, 1915.

LARGE SEAPLANE OR AIRCRAFT CARRIER. *Campania* of Cunard Line, 12,950 tons; converted in 1914 and sunk by collision.

ARMED LINER TO FIGHT DUEL. *Carmania*, of Cunard Line, fought and sunk *Cap Trafalgar*, of Hamburg Sud Amerika. In September, 1914.

SHIP TO SINK GERMAN SUBMARINE IN GREAT WAR. *Thordis*. In February, 1915.

First (Wireless Statistics)

SHIP FITTED WITH WIRELESS. *Lucania*, of Cunard Line. In 1901-02.

COMMUNICATION WITH BOTH SIDES OF ATLANTIC. *Lucania*. In 1903.

USE OF WIRELESS BY SCOTLAND YARD. *Montrose*, of the Canadian Pacific, which was carrying Dr. Crippen and Miss Le Neve to Montreal. They were arrested on arrival. Ship was being prepared as blockship for Dover during the Great War, but broke adrift, and became a total loss on the Goodwin Sands.

World Records held in the Past by British Ships

First (Refrigerating Statistics)

SHIP TO BRING FROZEN MEAT FROM AUSTRALIA TO LONDON. *Strathleven*, of McIlwraith, McEacharn. In 1879.

SHIP TO BRING FROZEN MEAT FROM AUCKLAND TO G. BRITAIN. *Metaura*, of the New Zealand S. Co. Ltd. In 1882.

SHIP EQUIPPED FOR FROZEN MEAT FROM NEW ZEALAND TO G. BRITAIN. *Elderslie*, of Turnbull Martin. In 1884.

First (Australian Statistics)

STEAMSHIP TO AUSTRALIA. *Sophia Jane*. In 1831.

MAIL STEAMER SERVICE TO AUSTRALIA. Ships chartered by Anderson, Green. In 1878.

SHIP DESIGNED FOR AUSTRALIAN TRADE. *Orient*, of Orient Line, 5,400 tons. 1878.

First (Various Odds and Ends)

STEAMER BUILT IN UNITED KINGDOM. Unnamed ship. In 1789.

STEAMERS TO CHILE. *Chile* and *Peru*, of Pacific S.N. Co., 700 tons. Built in 1840.

SHIP TO BRING LIVE CATTLE FROM ROTTERDAM TO LONDON. *Giraffe*, of General Steam Nav. Co. In 1846.

SHIP TO BRING COFFEE FROM RIO TO NEW YORK. *Hailey*, of Lamport & Holt. In 1869.

SHIP WITH PASSENGER ACCOMMODATION AMIDSHIPS. *Oceanic*, of White Star Line. 1871.

STEAM TRAWLER. The tug *Messenger* was fitted out as a trawler in 1877 although the trawl frequently fouled the paddles. It is reported that in 1854 the *Enterprise* was experimented with by the Deep Sea Fishing Association of Scotland.

LINER WITH BILGE KEEL. *Parisian*, of the Allan Line.

The Merchant Navy

SHIPS ACTUALLY DESIGNED AS CABIN CLASS. *Metagama* and *Missanabic*, of Canadian Pacific, 12,000 tons. 15½ knots. Built 1914-15. Former survives as Italian ship and later was sunk on first voyage.

SEA-GOING TANKER. *Glückauf*. In 1886. (Foreign owned.)

FOREIGN SHIP TO ENTER GERMAN PORT WITH SWASTIKA FLAG. *Navasota*, of Royal Mail. In June, 1934. She was sunk in December, 1939, with loss of forty-three lives.

REGULAR OCEAN NEWSPAPER. *Cunard Bulletin*.

Largest

SHIP TO BE SUNK BY ACCIDENT. *Titanic*, of White Star Line. Sunk after striking an iceberg on maiden voyage in May, 1912, 46,329 tons.

SHIP TO BE SUNK BY MINE. *Britannic*, of White Star Line, 48,158 tons. Built 1914, and sunk while serving as hospital ship in 1915.

SHIP TO BE SUNK BY TORPEDO. *Lusitania*, of Cunard Line, 30,696 tons. Built in 1907. Sunk by Germany off Old Head of Kinsale, May, 1915.

SHIP TO BE SUNK BY AERIAL AND SUBMARINE ATTACK. *Empress of Britain*, of Canadian Pacific, 42,348 tons. Sunk off Irish coast in November, 1940.

TRIPLE-SCREW SHIP IN WORLD. *Olympic*, of White Star Line, 46,359 tons. Built in 1911; broken up 1935.

RECIPROCATING-ENGINE SHIP IN WORLD. *Homeric*, of White Star Line. 34,351 tons. Built in Germany in 1922; broken up 1937.

TWIN-SCREW SHIP IN WORLD. *Homeric*, of White Star Line.

NUMBER OF TIMES THROUGH SUEZ CANAL. *Kaisar-I-Hind*, of the P. & O. Sold in 1938 after twenty-four years' service. 192 times.

CABLE-LAYER IN WORLD. *Dominia*, of 9,300 tons. Sold to Soviet Russia, and converted into a general trader.

World Records held in the Past by British Ships

- OLDEST STEAMSHIP COMPANY IN WORLD. General Steam Nav. Co. 1821.
LARGEST TITLE. Southampton, Isle of Wight and South of England Royal Mail Steam Packet Co. Ltd.
LARGEST OWNERS OF CLIPPER SHIPS. Andrew Weir "Bank" Line of fifty-one vessels.
ONLY MERCHANT SHIP AT SURRENDER OF HIGH SEAS FLEET IN 1918. *King Orry*, of Isle of Man S.P. Co. Sunk at Dunkirk in 1940.

Last

- BRISTOL-BUILT SQUARE-RIGGED SAILING SHIP. Three-masted barque *Favell*. Built in 1895; broken up in 1934.
LARGE BRITISH-BUILT SQUARE-RIGGED SAILING VESSEL. *Archibald Russell*. Built by J. Hardie in 1905.
LARGE SQUARE-RIGGED SAILING VESSEL UNDER BRITISH FLAG. *Garthpool*, of Sir William Garthwaite. Wrecked in 1929.
PADDLE ATLANTIC LINER. *Scotia*, of the Cunard Line. 1863.
TRANSATLANTIC LINER WITH YARDS. *City of Rome*, of Inman Line. Built 1881.
SINGLE-SCREW ATLANTIC LINER. *Umbria*, of the Cunard Line. 1884.

CHAPTER LXVI

Trade Routes of Empire

If England was what England seems,
An' not the England of our dreams,
But only putty, brass, an' paint,
'Ow quick we'd chuck 'er! But she ain't!

ACCOMPANYING this chapter is a chart showing the position on an average day of every British ship of over 3,000 tons.

It gives a good idea of the flow of trade on a normal day although numbers vary according to the season of the year.

It does not take into account the large numbers of vessels under this tonnage, nor of fishing craft, etc.

Full figures of British merchant shipping are given elsewhere.

There are altogether nearly 90,000 miles of ocean routes which serve as vital Imperial arteries. To give some idea of what this implies and of what it means for

THE LIFE BLOOD OF AN EMPIRE

BRITISH possessions, dependencies or mandated territories are shown in black on this map of the world, but in addition there are numerous islands or groups of islands too small to show but which form an important part of the Empire.

Each one of the small black dots represents a British ocean-going merchant vessel, the whole being representative of the average number at sea on any given day, totalling about 1,850 in addition to which there are 1,650 smaller and coastal vessels.

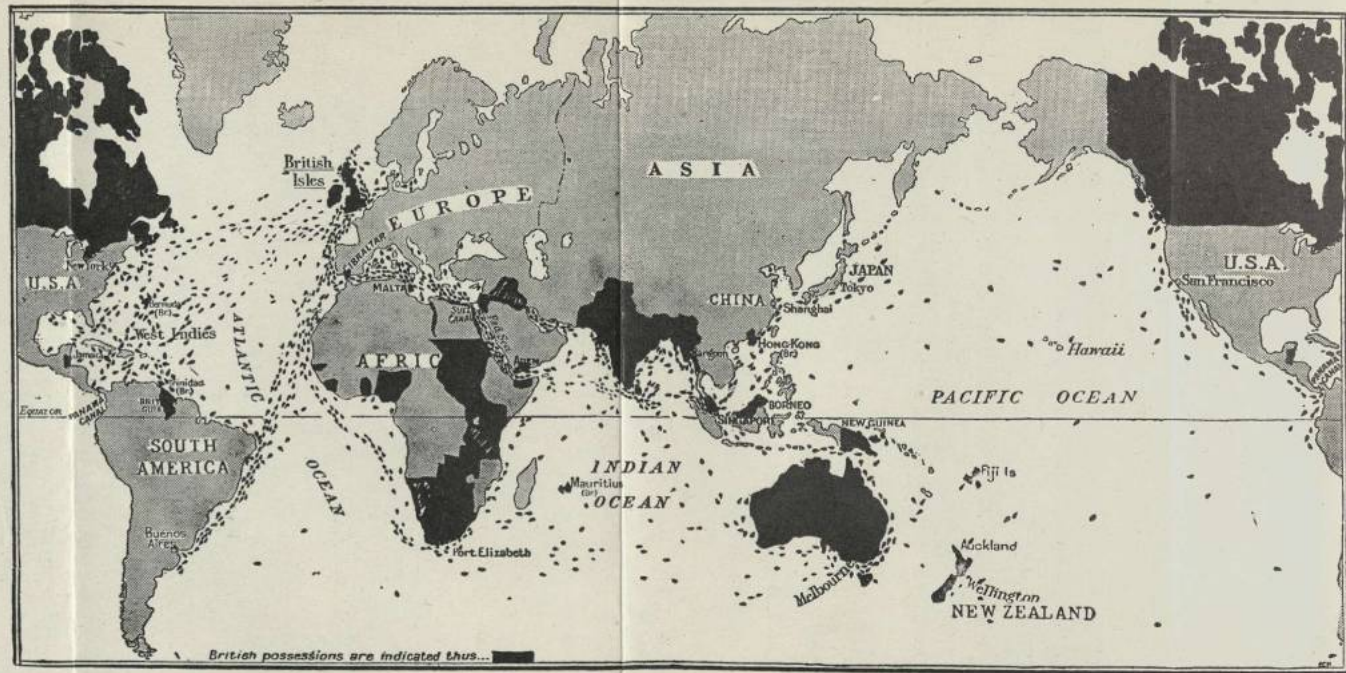
The whole of this Empire has to be defended against invasion and every ship protected against attack over 85,000 miles of ocean routes by the Imperial Navy.

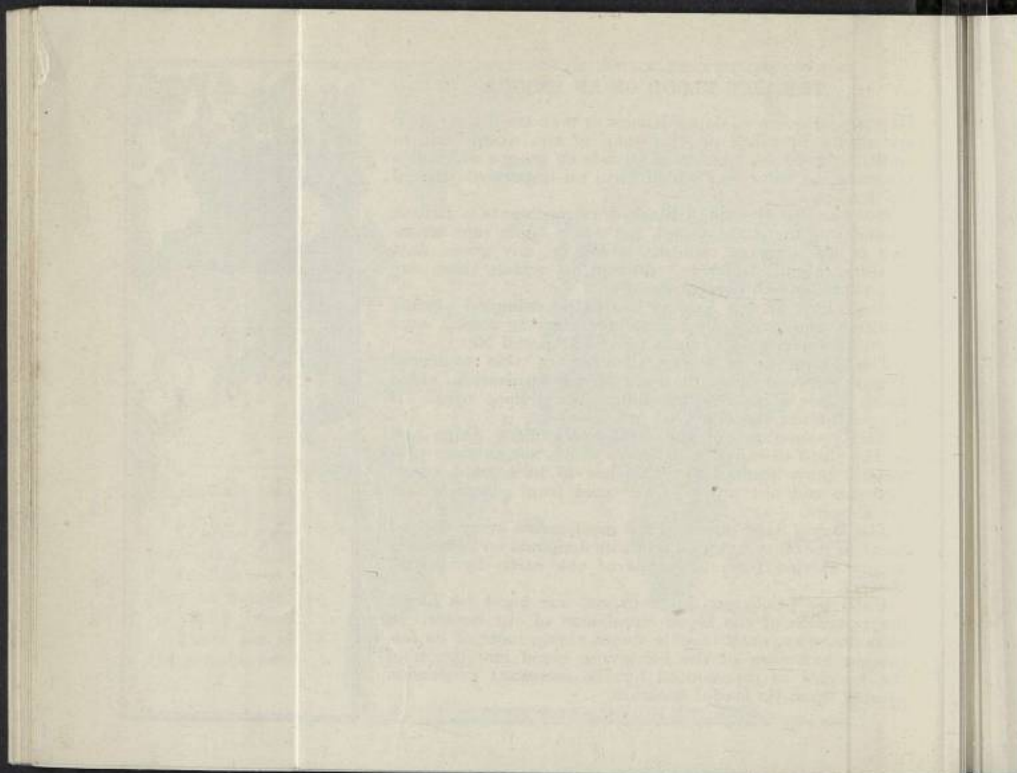
The existence of every member of this scattered Empire depends upon the lines of communication, along which these ships are travelling, being kept open. If anyone breaks the chain we will starve.

Nearly one-third of the British Merchant Ships and all the ships of the Royal Navy, which act as their protectors, burn liquid fuel. This has to be carried across the seas and not much of it comes from places within the Empire.

The Royal Air Force and the mechanised army depend for their mobility upon oil and this demands an increasing supply carried from the ends of the earth by British tankers.

Until we prick our finger or cut our hand we forget the existence of the blood circulation of our bodies. In the same way, until trouble comes along, most of us forget the existence of the life-giving blood circulation of the Empire as represented by the incessant procession passing upon its lawful occasion.





Trade Routes of Empire

the Royal Navy to provide protection, the explanation that follows may be of interest.

If one places a small model ship of the popular 100 feet to 1 inch scale down in the road it looks minute.

Now supposing the average length of a ship to be about 450 feet, this will give a model of $4\frac{1}{2}$ inches.

To the same scale, the 90,000 miles of sea lanes would be represented by about seventy miles. In other words a model placed down in the City of London would have to travel to Brighton or Portsmouth to cover the whole distance.

Think what this means, and think how comparatively easy it is for a commerce raider, choosing her time and place of attack.

The number of British vessels at sea on any one day averages some 1,500. In ports there are another 700 or so.

Here are a few figures for statistic fiends.

The total seaborne trade of Great Britain alone amounts to some 1,120 million pounds annually.

50,000 tons of food are brought in daily to British ports by 150 ships.

Of all imports 53% is made up of food and tobacco,

23% consists of raw materials.

Against this 75% of exports are of manufactured goods.

Although the closing of the Mediterranean is a loss, as it means that the length of voyages is greater, it is well to remember that in peace time half of our imports come from the Western hemisphere.

There are four main streams of British trade outside the Mediterranean all of which, in consequence, come across the North Atlantic.

1. From Canada and North America.
2. From the West Indies and Gulf of Mexico.

The Merchant Navy

3. From South America.

4. From the Cape.

On the first route, the fast passenger and mail ship predominates, and these figures may be taken as representative.

1,100 passenger liners, 270 passenger and cargo liners, 660 purely cargo liners, 600 tramps and 200 tankers.

The second flow brings mostly sugar, bananas and oil.

That from South America brings food, principally meat. In the autumn the great wheat harvest of some 4,000,000 tons comes across the Atlantic.

The Cape route also serves Australasia and brings fruit and foodstuffs.

In normal times important routes pass through the Mediterranean and Red Sea to East Africa, India, Malaya, China Coast, Japan, Australia and New Zealand. In fact the great majority of our trade with the Far East comes through Suez.

Indian Ocean trade routes carry some 600 ships of over 3,000 tons, made up of 200 cargo liners, 200 passenger and cargo liners, 100 tramps, 70 tankers and 30 passenger liners.

Turning to the Pacific we find some 400 ships made up of 160 cargo liners, 90 passenger and cargo, 70 tramps, 60 oilers and 20 passenger liners.

There are thus, as can be seen from the map, excluding the vicinity of the British Isles, some seven major focal points of Imperial trade.

Off Cape Verde in West Africa, off the Cape, off Pernambuco in South America, off Ceylon (Cape Galle), Singapore, Aden and Gibraltar.

If an enemy can concentrate sufficient force for sufficient time to seize one of these points he cuts off not one stream of traffic but several.

Along the vital highways go the convoys and the single ships under the protection of the Royal Navy and the Royal Air Force. Imperial trade and Imperial defence begin to take on new aspects when one ponders a little on these figures.

Trade Routes of Empire

Just as one never pauses to marvel on the blood stream, the veins and the arteries, until one is cut and the life blood begins to ebb away, so one takes for granted that the shops in Great Britain will always be full of what we require. The fact that people have stood up for years and pointed out that the Merchant Navy is down by some 2,000 ships compared with the 1914 figures, that there are several million more mouths to feed and that the Royal Navy is very much smaller, concerns most people not at all. They cannot be bothered to listen to such "dry as dust" facts. It "doesn't concern them" anyway.

When the Food Controller announces that a ration may have to be slightly cut or that there may be a temporary shortage of a certain article of food, the tone changes, those hitherto accursed as "Imperialists", "Jingoists" and even "Diehards" are acclaimed as "saviours of Democracy". It has always been the same; perhaps it always will.

Empire Share of World Trade

Inter-Imperial trade increased from 14.1 per cent of the world total in 1913 to 18.4 per cent in 1936.

Foreign trade of the Empire decreased from 40.3 per cent to 37.5 per cent.

This makes the figures combined: 54.4 per cent in 1913 and 55.9 per cent in 1936.

Food Imported into British Isles Daily by British Ships

The pre-war figures of imported foodstuffs showed that some 43,000 tons arrived daily.

They included the following items:

	<i>Tons</i>	<i>Pounds</i>
MEAT	3,363	7,533,120
		(18,300 sheep, 15,000 lambs, 3,500 oxen)
CORN AND GRAIN	27,397	61,369,280
	405	

The Merchant Navy

BUTTER	548	1,227,520
CHEESE	367	822,080
MARGARINE	803	1,798,720
TEA	450	1,000,000
SUGAR	5,280	11,827,200
EGGS		7,000,000
ORANGES	700	1,568,000
APPLES	500	1,120,000
BANANAS		24,660 stems

CHAPTER LXVII

Services Conducted by British Merchant Ships

It has been well said that while there is not a sea on which a foreign flag is not seen, there is only one flag present on *every* sea, and that is the Red Ensign.

There is scarcely a port in the world to which there is not a British service, and the following list is merely included to give some indication of the best-known lines to the countries mentioned and to mention some companies which specialise in certain trades.

Most of those named have a great many other services besides, and above all there are the general traders which go anywhere and everywhere.

The full names of the companies are not given here:

NORTH ATLANTIC (United States).

Cunard White Star.
Anchor.

NORTH ATLANTIC (Canada).

Canadian Pacific.
Donaldson.
Donaldson-Atlantic.
Manchester.
Cairn.

SOUTH AMERICA (East Coast).

Booth.
Royal Mail.
Blue Star.
Lamport & Holt.

SOUTH AMERICA (West Coast).

Pacific Steam.

The Merchant Navy

SOUTH AFRICA.

Union Castle.
Natal Line.
Clan.
Ellerman.

EAST AFRICA.

Union Castle.
British India.

WEST AFRICA.

Elder Dempster.
J. Holt.

INDIA AND BURMA.

Bibby.
British India.
P. & O.
Ellerman.
Henderson.
Brocklebank.

FAR EAST.

P. & O.
Blue Funnel.
Glen.

AUSTRALIA.

Orient.
P. & O.
Shaw, Savill.
Aberdeen & Commonwealth.
Port.

NEW ZEALAND.

New Zealand Shipping Co.
Federal.
Shaw, Savill.
Port.

PACIFIC COAST, N. AMERICA.

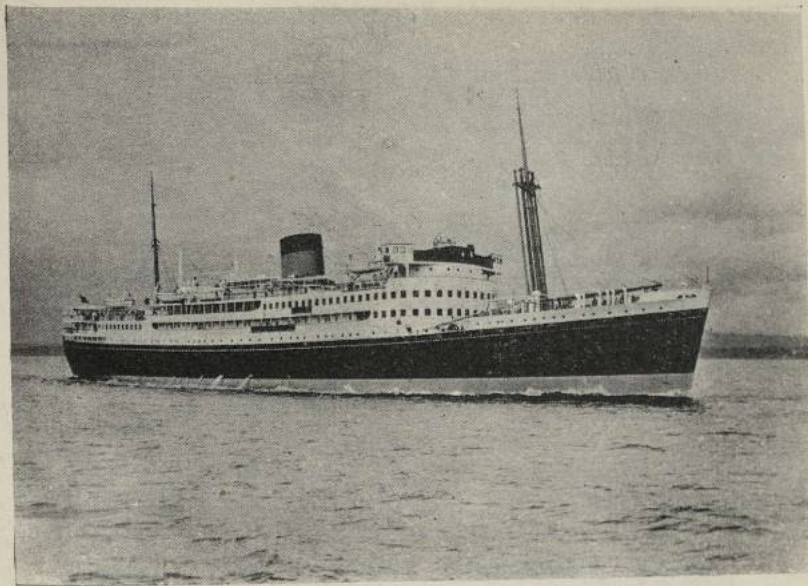
Furness.
Silver.

BALTIC.

United Baltic.

WEST INDIES, JAMAICA, ETC.

Harrison.
Booker Bros.
Elders & Fyffes.
Blue Star.



"KANIMBLA"

The motor liner *Kanimbla* is typical of the modern ships engaged in the Australian coastal trade.

The Merchant Navy

TRANS-PACIFIC.

Canadian Pacific.
Union S.S. Co. of N. Zealand.

COASTAL (U.K.).

Coast Lines.
British & Irish.
Belfast.
Carron.
Clyde Shipping Co.
Dundee, Perth & London.
London & Edinburgh.
Tyne-Tees Shipping Co.
Aberdeen.
Limerick.
North of Scotland & Orkney & Shet-
lands.
Dorey.
British Channel Islands.

CROSS CHANNEL.

Southern Railway.
L. & N.E. Rly.
L.M. & S. Rly.
G.W. Rly.
Isle of Man S.P. Co.
Burns & Laird.

SHORT-SEA AND CONTINENT.

Bruce.
General Steam.
Moss-Hutchison.
Glen & Co.
Currie.
Sloan.
Yeoward.

EXCURSION.

General Steam.
New Medway.
P. & A. Campbell.
Cosens.
Southampton, Isle of Wight.
Williamson & Buchanan.
MacBrayne.
McAllum, Orme.
Clyde & Campbeltown.
L.M.S. Rly.
L.N.E. Rly.
Southern Rly.
Liverpool & N. Wales.

CHINA.

P. & O.
Blue Funnel.
Glen.

Services Conducted by British Merchant Ships

CHINA COAST.

Indo-China.
China Navigation.
Hong Kong S.S. Co.

JAPAN.

P. & O.
Canadian Pacific (from Canada).
Blue Funnel.
Glen.

CABLE LAYERS.

Cable & Wireless Ltd.
Siemens.
Telegraph Construction & Maintenance.
W. Coast America.

REFRIGERATOR SHIPS.

Blue Star.
New Zealand Shipping Co.
Federal.
Shaw, Savill.
Royal Mail.
Port.
Houlder.
Union Castle.

FRUIT SHIPS.

Elders & Fyffes.
Jamaica Banana Producers'.
MacAndrews.
Standard.

COLLIERS.

Cory.
London Power Co.
Wandsworth & District Gas.
Commercial Gas.
South Metropolitan Gas.
Stephenson Clarke.
Fulham Borough Council.
Brighton Electricity.

HEAVY LOADS.

Clan.
Elder Dempster.

PHOSPHATES, ETC.

British Phosphates.
Christmas Island Phosphates
Lawther, Latta.

The Merchant Navy

TANKERS.

Anglo-Saxon.
Anglo-American.
British Tankers.
Burma Oil.
Tankers.
Jacobs.
Bowring.
Hunting.
Eagle Oil.
Standard Transport.
United Molasses.
Moss, H. E.
British Mexican.
Weir.
Gow, Harrison.
Imperial Oil.
Rapp.
Colonial Sugar Refining.

FERRIES, TRAIN OR CAR.

Southern Rly.
L. & N.E. Rly.
Townsend Bros.

WHALE OIL TANKERS.

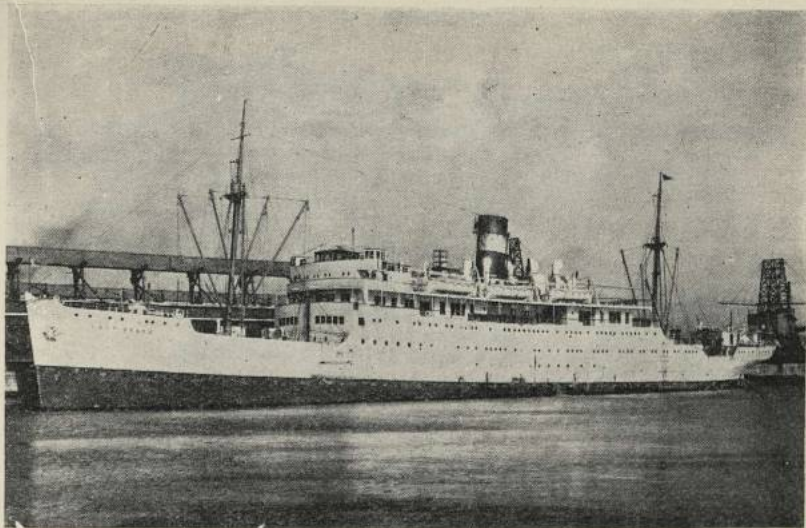
Salvesen.
Irvin & Johnson.
Falkland Shipowners.
United Whalers.

PAPER CARRIERS.

Donaldson.
Bowaters Power & Paper.
Markland.

CARGO LINERS.

Blue Funnel.
Canadian Pacific.
Clan.
Brocklebank.
Furness.
Silver.
Lamport & Holt.
Harrison.
Ellerman.
Shaw, Savill.
New Zealand S. Co.
Federal.
Blue Star.
Royal Mail.
Pacific Steam.
Wilson.



"LADY DRAKE"

Lady Drake has three sister vessels and is engaged on the Canada-West Indies passenger service.

The Merchant Navy

CARGO LINERS—*contd.*

Union Castle.
Port.
Weir.

INTER-IMPERIAL OR SERVICES OUTSIDE EMPIRE.

Bermuda & W. Indies.
Natal.
Weir.
Bland.
Chambers.
Prince.
Straits.
Asiatic.
Nourse.
British India.
Scindia.
Mogul.
Bombay & Persia.

AUSTRALIAN COMPANIES.

Burns, Philp.
Mellwraith, MacEacharn.
Melbourne.

Adelaide.
W. Australia.
Australian Oriental.
Huddart Parker.
Australasian United.
Eastern & Australian.
Australian S.S. Propty.
Carpenter.
Tasmanian S.S. Co. (partly).

CANADIAN COMPANIES.

Canadian Pacific Rly.
Canada S.S. Lines (Great Lakes).
Canadian National.
Union S.S.
Clarke.
Imperial Oil.
Gypsum Packet.

NEW ZEALAND COMPANIES.

Union S.S. Co.
New Zealand S. Co.
Tasmanian S.S. Co. (partly).

CHAPTER LXVIII

Statistical Tables of British Shipping and Seamen

World Tonnage.

	1901	1914	1939
GREAT BRITAIN	50.2%	41.6%	26.4%
UNITED STATES	4.2%	4.5%	13.4%
JAPAN	2.2%	3.8%	7.5%
NORWAY	3.4%	4.3%	6.9%
GERMANY	10.1%	11.3%	6.3%
ITALY	2.7%	3.1%	4.9%
FRANCE	4.4%	4.2%	4.3%
NETHERLANDS	2.1%	3.2%	4.3%

British Merchant Ship Tonnage

	<i>Steam and Motor</i>	<i>Sail and non self-propelling</i>
GREAT BRITAIN AND IRELAND	6,722 of 17,891,134 tons	93,024 tons
DOMINIONS	2,255	3,110,791 tons
	8,977	21,001,925

Figures for 1914 were:

8,587 of 18,892,089
1,536
10,123
20,523,706

The Merchant Navy

This represented 41% of world tonnage as against present 26.4%.

We started this war with some 2,000 less ships than in 1914.

These figures show a total of 1,146 ships less in 1939, although the tonnage shows an increase of 478,219 tons.

In percentages these figures are a tonnage gain of 2.3%.

The difference in numbers is the serious thing, as it is numbers that count in war, not size of ship, and obviously the size means a greater loss of cargoes in the event of sinking.

While the Dominion tonnage has increased by 1,479,174, or nearly 91% over the 1914 figures, the figures for Great Britain are alarming, as they show a loss of 1,000,955 tons.

Coasters. In 1911 there were 3,433 British coasters.

In 1939 there were 904 British coasters.

Sailing coasters totalled 432,558 tons as against 243,176 in 1939.

Foreigners were gaining more and more control, and in 1930 there were 203,000 tons and in 1937 some 398,000 tons in the British coastal trade. In some cases they carried 13% of the trade, and many of the laws were in favour of foreign ships to the detriment of British.

In many cases foreign ships did not have to take compulsory pilots, whereas every British ship was compelled to do so.

Tramp Ships. In this class and indeed in the vessels between 1,500 tons and 5,000 tons, which included the general trader, the most vital type of ship of all, the figures are as follows. Remember that the population has increased between 1914 and 1939 from 45,500,000 to 50,000,000.

<i>Group (tons)</i>	<i>1914</i>	<i>1937</i>	<i>Reduction</i>
1,500-2,000	431	254	177
2,000-3,000	641	269	372

Statistical Tables of British Shipping and Seamen

3,000-4,000	1,148	234	914
4,000-5,000	916	472	444
	3,133	1,229	1,907

BRITISH TANKERS (excluding ships under 1,000 tons). 498 ships of 3,464,241 tons.

SHIPS FITTED FOR OIL FUEL. 1,160 ships of 6,000,000 tons.

STEAM AND MOTOR TRAWLERS. 1,526 ships of 400,000 tons.

AGE OF BRITISH SHIPS. The figures are given for the whole British Empire.

Under 5 years of age	1,240
5-10 years	850
10-15 "	1,550
15-20 "	1,360
20-25 "	1,300
Above 25 years	2,650
58.8% is under 15 years old.	

Size of British Ships

Ships of 30,000 and above	5
" " 25,000-30,000	8
" " 20,000-25,000	29
" " 15,000-20,000	44
" " 10,000-15,000	173

Here is a detailed list of those ships above 25,000 tons:

	tons
QUEEN ELIZABETH (Cunard White Star)	88,000
QUEEN MARY (Cunard White Star)	81,235
AQUITANIA (Cunard White Star)	44,786
EMPRESS OF BRITAIN (Canadian Pacific)	42,348

The Merchant Navy

MAURETANIA (Cunard White Star)	35,739
GEORGIC (M.V.) (Cunard White Star)	27,759
DOMINION MONARCH (M.V.) (Shaw, Savill)	27,155
CAPETOWN CASTLE (M.V.) (Union Castle)	27,000
BRITANNIC (M.V.) (Cunard White Star)	26,943
EMPRESS OF JAPAN (Canadian Pacific)	26,032
ANDES (Royal Mail)	25,800
ATHLONE CASTLE (M.V.) (Union Castle)	25,564
STIRLING CASTLE (M.V.) (Union Castle)	25,550

Machinery of British Ships

Reciprocating and combination of reciprocating and turbine	7,000 of 12,600,000 tons
Turbine and turbo-electric	370 3,400,000 „
Motors and diesel-electric	1,400 5,000,000 „

Size of British Motor Vessels

Vessels over 25,000 tons	6
15-25,000 „	12
10-15,000 „	75
8-10,000 „	164

British Shipping

In January, 1939,

58.8%	of British shipping was under 15 years old.
39.9%	„ „ „ „ of 12 knots or over.
58%	„ „ „ „ refrigerated tonnage.
35.5%	„ „ „ „ sea-going tanker tonnage.

Statistical Tables of British Shipping and Seamen

Pre-Great War Numbers of British Ships

(Figures from "Lloyd's Register")

Great Britain and Ireland (Steam and Motor) 8,587 ships of 18,892,089 tons

Dominions 1,536 " " 1,631,617 "

10,123

20,523,706

Far Eastern Trade

In the following trades the British ships had almost a complete monopoly before the last war. The figures are terribly significant, and are the result partly of the great increase in the Japanese merchant fleet, but even more disturbing, of the serious depletion of our own.

Calcutta-Japan trade. Wholly British is now 61% Japanese.

Bombay-Japan trade is now 80% Japanese.

Indian trade is now 73% Japanese.

Australia-Japan trade is now 79% Japanese.

Personnel

During the Great War 16,000 British merchant seamen lost their lives. None who survived the submarine campaign refused to sign on again. In the trade depression and the neglect of the Service in after years, over 60,000 were walking the streets.

Some ships were manned entirely by Certificated Officers.

In 1914 personnel in Coastal Trade was some 30,000.

In 1939 personnel in Coastal Trade was some 9,900.

These men formed one of the finest type of seamen, and the loss is more than serious. The development of cheap road transport is partly responsible, as are also the inroads made by foreign traders.

The Merchant Navy

Seamen engaged in the foreign trade in June, 1937, were as below:

141,742, made up of 90,565 British (as against 128,000 in 1911)

7,290 foreigners.

43,887 Lascars.

Number of British Ships Through Dardanelles (1939)

797 British ships, with a tonnage of 1,501,067 tons.

Only exceeded by Greece, which had 989 ships, but with a lesser tonnage—930,142, and by Italy, which headed the list with 876 ships of 1,601,067 tons.

Number of Ships Through Suez Canal

Averages about 50% British ships.

Number of Ships Through Panama Canal

Averages 25%-30% British ships.

CHAPTER LXIX

Number of Ships in the Merchant Navy

THE number of ships fluctuates owing to sales, purchases or casualties and buildings, but the following figures give a general idea of the position at the outbreak of war in September, 1939.

Total for whole British Empire of ships over 100 tons gross.

Steamers	7,400	of	16,000,000	tons
Motor Vessels	1,600	„	5,100,000	„
	9,000	„	21,100,000	„
Sail	511	„	213,340	„
	9,511	„	21,313,340	„

Ships Registered in Commonwealth of Australia

Steamers	306	„	378,702	tons
Motor Vessels	55	„	115,470	„
	361	„	494,172	
	421			

The Merchant Navy

Ships Registered in Dominion of Canada.

Coastal Steamers	431	of	631,545	tons
Coastal Motor Ships	187	„	140,000	„
	618	„	771,545	„
Great Lakes Steamers	165	of	446,100	tons
Great Lakes Motors	9	„	4,700	„
	174	„	450,800	„

Ships Registered in India, Burma and Ceylon.

Steamers	159	of	225,800	tons
Motor Vessels	20	„	12,000	„
	179		237,800	

Ships Registered in Dominion of New Zealand.

Steamers	100	of	142,000	tons
Motor Vessels	62	„	33,000	„
	162	„	175,000	„

Ships Registered in other Dominions, Colonies or Dependencies.

Steamers	570	of	830,000	tons
Motor Vessels	190	„	150,000	„
	760	„	980,000	„

CHAPTER LXX

British Shipping Combines

MANY companies have been absorbed or acquired by others, and have completely lost identity in the process.

Others while being absorbed or controlled, either financially or managerially, still preserve their distinctive colouring and House Flags.

A few of the larger groups are given below:

P. & O. Group

British India Steam Nav. Co.	100 ships of 625,000 tons
Peninsular & Oriental S.N. Co.	35 " 443,000 "
New Zealand Shipping Co.	19 " 189,000 "
Federal Steam Nav. Co.	15 " 170,400 "
Orient Steam Nav. Co.	8 " 161,900 "
Union S.S. Co. of N.Z.	49 " 159,000 "
Hain S.S. Co.	28 " 143,600 "
General Steam Nav. Co.	70 " 78,500 "
Canadian Australasian Line	2 " 39,900 "
Australasian United S.N. Co.	12 " 37,000 "
Moss-Hutchison Line	16 " 32,000 "
Nourse Line	5 " 26,700 "
Eastern & Australian Line	3 " 21,300 "
New Medway S.P. Co.	9 " 5,800 "
	371 " 2,133,100 "

The Merchant Navy

Furness Group

Royal Mail Lines	31	ships of 282,200 tons
Shaw, Savill & Albion Line	25	„ 257,500 „
Furness Lines	15	„ 120,000 „
Pacific Steam Nav.	14	„ 114,600 „
Houlder Lines	13	„ 102,400 „
Prince Lines	21	„ 100,600 „
Aberdeen & Commonwealth Line	4	„ 56,800 „
Bermuda & West Indies	2	„ 45,000 „

129 „ 1,099,000 „

Ellerman Group

Hall Line	51	ships of 328,700 tons
City Line	16	„ 137,400 „
Wilson Line	31	„ 75,800 „
Bucknall Line	9	„ 61,200 „
Papayanni Line	20	„ 57,600 „
Ellerman Line	2	„ 16,000 „
Westcott & Laurance	2	„ 4,500 „

131 „ 671,200 „

Clan Group

Clan Line	44	ships of 289,800 tons
Houston Line	5	„ 28,700 „
Scottish Shire	5	„ 40,600 „

54 „ 359,100 „

British Shipping Combines

Blue Funnel Group

Alfred Holt	76 ships of	601,300 tons
Glen Line	12 "	108,200 "
Straits S.S. Co.	27 "	34,700 "
	115 "	744,200 "

Coast Lines Group

Coast Lines	36 ships of	34,100 tons
British & Irish	12 "	22,500 "
Burns & Laird	15 "	18,000 "
Belfast S.S.	7 "	14,200 "
Merchants Line	1 "	600 "
	71 "	89,400 "

Former Royal Mail Group

To such an extent was the grouping of British shipping companies taken that the position became absurd. The object behind the gigantic group controlled in one way or another by the Royal Mail Steam Packet Co. was laudable in the extreme, and aimed at attaining an unchallengeable position for British shipping. Unfortunately it became almost unmanageable, and too large for its creator to control personally, and this, combined with the increasing world depression and other outside causes, resulted in its dissolution.

In addition to the shipping companies controlled as mentioned below, there were vast ramifications in outside interests such as bunkering and lightering companies, shipbuilders, wharfingers and insurance businesses.

The Merchant Navy

Aberdeen & Commonwealth Line.
African Steamship Co.
Atlantic Transport Line, Ltd. (Indirect connection.)
Belfast S.S. Co.
British & African Steam Nav. Co.
British Motorship Co., Ltd.
Bullard, King. (Natal Line.)
Burns & Laird Lines, Ltd. (Itself a merger of the Burns & Laird Lines.)
Coast Lines, Ltd. (Incorporating many separate firms.)
Elder Dempster Line.
Glen Line. (Incorporating the Shire Line.)
Glynn Line. (John Glynn & Son, Ltd.)
Hall Line (John Hall, Jr. & Co., Ltd.)
Imperial Direct Line, Ltd.
Lampert & Holt, Ltd.
Leyland Line.
MacAndrews & Co., Ltd.
MacIver Line. (David MacIver & Co., Ltd.)
Moss Line. (James Moss & Co., Ltd.)
Nelson S. Nav. Co., Ltd.
Pacific Steam Nav. Co.
R.M.S.P. Meat Transports, Ltd.
Royal Mail Steam Packet Co.
Shaw, Savill & Albion Co., Ltd.
Thompson, George, & Co., Ltd. (Aberdeen Line.)
Union Castle Mail S.S. Co., Ltd.
White Star Line, Ltd. (Oceanic S. Nav. Co., Ltd.)

CHAPTER LXXI

Shipowners with Fleets of Over 50,000 tons gross

(Figures taken from *Syren and Shipping*)

ON 1st January, 1940, there were forty-four British companies with fleets of over 100,000 tons gross and a further sixteen firms with ships totalling between 50,000 and 100,000 tons.

Although the number of ships owned by companies naturally varies from time to time, the table below can be taken as a fair indication of the position of the companies which, in spite of changes, remain more or less the same.

The total ships number 2,042 of 12,395,174 as against 2,118 of 12,940,450 owned by the same companies a year previously.

Subsidiary companies are included under the name of the managing firm.

<i>Line</i>	<i>No. of vessels</i>	<i>Gross tons</i>	<i>Average size</i>
Ellerman Lines	135	678,978	5,029
British Tanker Co.	94	635,838	6,764
British India Steam Nav. Co. Ltd.	100	625,226	6,252
Blue Funnel Line (A. Holt)	76	601,287	7,912
Anglo-Saxon Petroleum Co. Ltd.	93	596,97	6,419
Furness Lines	86	525,271	6,108
P. & O. Steam Nav. Co.	35	442,270	12,656

The Merchant Navy

Cunard White Star Ltd.	18	434,690	24,149
Union-Castle Mail Steamships Ltd.	28	380,815	13,600
Clan Line Steamers (and Assoc. Cos.)	56	363,795	6,584
Blue Star Line	37	368,555	9,961
Canadian Pacific Steamships Ltd.	18	324,738	18,041
Andrew Weir & Co.	54	306,621	5,678
Royal Mail Lines Ltd.	32	299,429	9,357
Shaw, Savill & Albion Co. Ltd.	22	282,237	12,830
T. & J. Harrison	43	261,901	6,091
Anglo-American Oil Co. Ltd.	51	244,441	4,793
Port Line Ltd.	27	241,722	8,953
Eagle Oil & Shipping Co. Ltd.	29	236,472	8,154
Elder Dempster & Co.	41	214,560	5,233
Sir R. Ropner & Co. Ltd.	42	206,037	4,905
New Zealand Shipping Co. Ltd.	19	189,024	9,948
United Molasses Co. Ltd.	24	183,446	7,644
Federal Steam Nav. Co. Ltd.	15	170,360	11,357
Orient Steam Nav. Co. Ltd.	8	161,857	20,232
Union S.S. Co. of New Zealand Ltd.	49	158,987	3,245
H. Hogarth & Sons	39	152,273	3,904
T. & J. Brocklebank Ltd.	19	145,262	7,645
Donaldson Bros. & Black Ltd.	21	138,322	6,586
F. C. Strick & Co. Ltd.	24	128,878	5,369
Lamport & Holt Line Ltd.	19	128,283	6,752
China Nav. Co. Ltd.	54	127,354	2,358
Hain Steamship Co. Ltd.	24	124,368	5,182
Haldin & Philipps Ltd.	22	121,900	5,541

Shipowners with Fleets of Over 50,000 tons gross

Elders & Fyffes Ltd.	21	120,211	5,724
Ben Line Steamers Ltd.	20	116,893	5,844
J. & C. Harrison Ltd.	23	116,000	5,043
Pacific Steam Nav. Co.	14	115,792	8,271
Chr. Salvesen & Co.	63	114,422	1,816
Anchor Line Ltd.	9	111,960	12,440
Sir W. Reardon Smith & Sons Ltd.	23	111,509	4,849
Glen Line Ltd.	12	108,214	9,018
Scindia S.N. Co. & Assoc.	38	106,186	2,794
Bibby Line	10	103,971	10,397
Indo-China S.N. Co. Ltd.	31	93,448	3,014
Candian National Steamships	17	90,200	5,306
W. Runciman & Co. Ltd.	17	86,827	5,108
Houlder Bros. & Co. Ltd.	13	80,166	6,167
General Steam Nav. Co. Ltd.	70	78,491	1,121
P. Henderson & Co.	12	76,525	6,277
King Line Ltd.	14	70,831	5,059
Asiatic Steam Nav. Co. Ltd.	13	67,518	5,193
London, Midland & Scottish Rly.	66	67,356	1,021
Larrinaga Steamship Co. Ltd.	12	66,280	5,523
Southern Rly.	48	62,891	1,310
Common Bros.	10	56,968	5,696
Aberdeen & Commonwealth Line Ltd.	4	56,743	14,186
Manchester Liners Ltd.	10	55,498	5,549
J. Constantine	18	53,106	2,950
	2,042	12,395,174	6,070

The Merchant Navy

Shipping Companies with More than 50 Ships

Ellerman Lines	135
British India Steam Nav. Co. Ltd.	100
British Tanker Co. Ltd.	94
Anglo-Saxon Petroleum Co. Ltd.	93
Furness Lines	86
Blue Funnel Line	76
General Steam Nav. Co. Ltd.	70
London, Midland & Scottish Rly. Co.	66
Chr. Salvesen & Co., Ltd.	63
Clan Line & Assoc. Cos.	56
Andrew Weir Co.	54
China Nav. Co. Ltd.	54
Anglo-American Oil Co. Ltd.	51

Shipping Companies Whose Ships Average 10,000 tons or Over

	<i>Tons</i>
Cunard White Star Ltd.	24,149
Orient Steam Nav. Co. Ltd.	20,232
Canadian Pacific Steamships Ltd.	18,041
Aberdeen & Commonwealth Line Ltd.	14,186
Union-Castle Mail Steamships Ltd.	13,600
Shaw, Savill & Albion Co. Ltd.	12,830
P. & O. Steam Nav. Co. Ltd.	12,626
Anchor Line Ltd.	12,440
Federal Steam Nav. Co. Ltd.	11,357
Bibby Line	10,397

Shipowners with Fleets of Over 50,000 tons gross

Tanker Companies

	<i>Ships</i>	<i>Tons</i>	<i>Average</i>
British Tanker Co. Ltd.	94	635,838	6,764
Anglo-Saxon Petroleum Co.	93	596,971	6,419
Anglo-American Oil Co.	51	244,441	4,793
Eagle Oil & Shipping Co.	29	236,472	8,154
United Molasses Co. Ltd.	24	183,446	7,644
International Pet.	24	112,616	4,700
C. T. Bowring	15	77,165	5,144
H. E. Moss	9	54,556	6,062
Hunting & Sons	8	53,045	6,630
Gow, Harrison	6	37,346	6,224
John I. Jacobs	4	28,813	7,203

CHAPTER LXXII

British Shipowners

Far-called, our navies melt away;

On dune and headland sinks the fire:

Judge of the Nations, spare us yet,

Lest we forget—lest we forget!

For lo, all our pomp of yesterday

Is one with Nineveh and Tyre!

For heathen heart that puts her trust

In reeking tube and iron shard,

All valiant dust that builds on dust,

And guarding, calls not Thee to guard,

For frantic boast and foolish word—

Thy mercy on Thy people, Lord!

The ABERDEEN & COMMONWEALTH LINE LTD.

London.

Owens passenger ships of about 14,000 tons which have characteristic dark green hulls. They conduct a mail, passenger and cargo service between London and Brisbane via Suez.

In 1916 the Australian Government brought into being the COMMONWEALTH GOVERNMENT LINE with a view to forwarding the Great War effort. It was unable to face peace-time conditions, and passed into the hands of the White Star Line,

British Shipowners

who gave the management to George Thompson, one of its associate concerns. This firm had formed the ABERDEEN LINE as far back as 1825 and its famous green-painted clipper ships earned a great reputation at a later period. Steam superseded sail, and *Aberdeen* in 1881 was the first steamer to prove the superiority of the triple-expansion engine. *Miltiades*, a graceful clipper-stemmed steamer in 1902 set up a record for thirty-five days between London and Melbourne via Cape Town.

In 1923 the title of the Australian firm had been changed to AUSTRALIAN COMMONWEALTH LINES.

In 1932 the Aberdeen Line had been acquired by Shaw, Savill & Albion, and a year later a new company was formed with capital partly supplied by Shaw, Savill and partly by the P. & O., to merge the two concerns under the present title. The management was given to Shaw, Savill.

Thus the Aberdeen & Commonwealth carry on the colouring, House Flag and traditions of the old sailing-ship owners.

All the ships are named after Australian "Bays", and in November, 1940, *Jervis Bay* was lost, after holding off the attack of a German battleship against a convoy to which she was acting as an escort. She went down with colours flying against hopeless odds.

ABERDEEN COAL & SHIPPING CO. LTD.

Aberdeen.

Steamship owners since 1902 engaged in the coastal coal trade and formerly known as the ABERDEEN COAL CO. LTD.

ABERDEEN, NEWCASTLE & HULL STEAM CO. LTD.

Dundee.

Conducts a passenger and cargo service between Aberdeen, Newcastle, Hull and Middlesbrough. It was incorporated in 1866 and passed into the control of the Dundee, Perth & London Shipping Co. Ltd. in 1929.

The Merchant Navy
The ABERDEEN STEAM NAVIGATION CO. LTD.
Aberdeen.

Established in 1821 as ABERDEEN & LONDON NEW SHIPPING Co. when it carried on a service between Aberdeen and London with sailing smacks.

The first steamship ever to be built at Aberdeen was *Queen of Scots* for this company in 1828. Ships served during Crimean and Great wars. Some of the best known vessels running passenger and cargo services between the two ports.

The ALD SHIPPING CO. LTD.
Bristol.

Established in 1923 to conduct a cargo service for general cargo round the British coasts.

Its vessels measure between 500-700 tons, have engines aft and some are Diesel driven. They are all "Combes".

Ten years after its formation the company decided to take action to remove the stigma so often applied to British ships of a drab appearance, "only a British tramp"; accordingly the hull and funnel colouring was changed.

David ALEXANDER & SONS.
(GROVE LINE (GLASGOW) LTD.)
Glasgow.

General traders formed in 1899. During the Great War the company lost ten vessels, and the two ships owned at the beginning of the present war were lost by enemy action within four months.

Since that time it has acquired other vessels, all of whose names end with the suffix "Grove".

British Shipowners

ALEXANDER BROS. (T. I. G.) LTD.

Newcastle-on-Tyne.

General traders and steamship owners since 1911. Have managed AYLESTONE SHIPPING CO. LTD. and THORNHOPE SHIPPING CO. LTD.

ALLAN, BLACK & CO.

(ALBYN LINE LTD.)

Sunderland.

Established in 1910, and owns general traders of about 4,800 tons all with the prefix "Thistle".

ALLIANCE MARINE TRANSPORT CO. LTD.

(LAVERTON S.S. Co. LTD.)

Cardiff.

ALN STEAMSHIP CO. LTD.

NEWCASTLE-ON-TYNE.

ALPHA STEAMSHIP CO. LTD.

London.

AMAZON TELEGRAPH CO. LTD.

London.

Owners of telegraph and cable ships since 1896.

AMBROSE, DAVIES & MATTHEWS LTD.

(JERSEY UNITED SHIPPING CO. LTD., KILVEY SHIPPING CO. LTD., and
BRYNYMOR S.S. Co. LTD.)

Swansea.

General trader owners since 1927.

The Merchant Navy
ANCHOR LINE LTD.

Glasgow.

Mail, passenger and cargo ships ranging to 17,000 tons and running between Glasgow, Liverpool and New York, Boston and between British ports and Bombay and Karachi.

Formed in 1852 by Handyside & Henderson. There were four Henderson brothers, two of whom established the shipbuilding firm of D. & W. Henderson.

The first live cattle were brought from the United States by this company. Pioneers of transporting chilled meat, and at one time ran a service to South America.

Dido was first British merchant ship to pass through Suez Canal, in 1869.

Full Indian service established in 1882.

Control passed to Cunard in 1912, who relinquished it in 1936 to the Runciman interests.

In its turn it acquired the Brocklebank Line.

First motor vessels in fleet set a new standard for Indian trade.

Many ships lost during Great War, and some lost while serving as armed merchant cruisers in the present struggle.

Names of vessels all end in "ia".

ANGLESEY SHIPPING CO.

Bangor.

Small coasters with engines aft.

ANGLO-AMERICAN OIL CO. LTD.

London.

A subsidiary of Standard Oil Co., well known for its "Esso" oil. Owns a fleet of motor and steam tankers ranging to 12,000 tons, and having names of American Indian tribes.

British Shipowners

Formed in 1888. Controls British Mexican Oil and acquired IRISH AMERICAN OIL Co. LTD.

ANGLO-AMERICAN TELEGRAPH CO. LTD.

London.

Owners of cable ships since 1874.

ANGLO-SAXON PETROLEUM CO. LTD.

London.

Connected with the Royal Dutch "Shell" group since 1907, it was formed in 1892 by Marcus Samuel & Co. for an import trade of sea shells. Became SHELL TRANSPORT Co. in 1898. Now owns a huge fleet mostly of motor tankers with an average of about 8,000 tons.

ANNING BROS.

(EXMOUNT S.S. Co. LTD.)

Cardiff.

General traders since 1859 and steamship owners since 1876.

ASIATIC STEAM NAVIGATION CO. LTD.

London.

Established in 1878, reconstructed in 1931 and managed by Turner & Co. Conduct a cargo service (with limited passenger accommodation) between Calcutta, Rangoon and coast ports to Bombay and western India. Java to Burma, etc. Ships average over 5,000 tons and are manned by European officers and Lascar ratings.

ASSOCIATED HUMBER LINES.

A grouping in 1935 of Goole S.S. Co., Hull & Netherlands S.S. Co. Ltd., Wilsons, and N.E. Railway S. Co. Ltd., and the Grimsby-Continental services of the L.N.E.R.

The Merchant Navy

ASSOCIATED PORTLAND CEMENT MANUFACTURERS LTD.

Owens small motor vessels with engines aft for transport of clay and cement.

A. W. ATKINSON.

(OUSE S.S. Co. LTD.)

Goole.

Small coastal vessels with names ending in "Fleet". Until 1938 was known as E. P. ATKINSON & SONS who managed the EBOR S.S. Co. LTD.

ATKINSON & PRICKETT LTD.

(YORKSHIRE DALE S.S. Co. LTD.)

Hull.

Has owned steamships since 1908 and was originally EDWIN E. ATKINS and later E. E. ATKINSON & PRICKETT. Engaged in coastal and continental trade.

AUSTRALASIAN UNITED STEAM NAVIGATION CO. LTD.

London.

Formed in 1886 by amalgamation of AUSTRALIAN STEAM NAV. Co. and QUEENSLAND SHIPPING Co. Acquired by British India Line which in its turn passed into P. & O. control.

In 1919 acquired Eastern & Australian S.N. Co. and also a subsidiary known until 1939 as EASTERN TRADERS LTD.

Ships are motor coasters and passenger and cargo steamships of an average of about 3,400 tons.

Services are between Melbourne and Cairns and all principal Australian ports. Also Sydney to Noumea and Fiji.

British Shipowners

B. & S. SHIPPING CO. LTD.

(SOUTH AMERICAN SAINT LINE LTD., ST. QUENTIN SHIPPING CO. LTD.,
and TRITON S.S. Co. LTD.)
Cardiff.

Formed in 1934-35 and was a reconstruction of G. B. Bailey (Managers of St. Quentin S.S. Co.) established in 1926. The former BARRY SHIPPING CO. LTD. was renamed B. & S. SHIPPING CO. in 1939 when a direct cargo service between River Plate ports and Hull was inaugurated.

BALLS & STANSFIELD LTD.

Newcastle-on-Tyne.

General traders registered in 1891.

BALTIC TRADING CO. LTD.

(WESTERN OIL SHIPPING CO. LTD.)

London.

Owners of tankers averaging about 6,000 tons. Formed in 1938 and controls OVERSEAS OIL & TRANSPORT CO. LTD.

BARBERRY'S STEAMSHIP CO. LTD.

London.

Established 1940.

BARR, CROMBIE & CO. LTD.

Glasgow.

General traders established in 1904 as ANDREW CRAWFORD, BARR & Co. Vessels average 5,000 tons and all have names with prefix "Barr".

The Merchant Navy

BELFAST, MERSEY & MANCHESTER S.S. CO. LTD.

Formerly BELFAST & MANCHESTER S.S. Co. LTD. Established in 1883.

BELFAST STEAMSHIP CO. LTD.

(ULSTER IMPERIAL LINE.)

Belfast.

Mail, passenger and cargo services, Belfast to Liverpool and Manchester.

The BELFAST STEAM PACKET CO. originated the first passenger and cargo service between Northern Ireland and England in 1824. In 1851 a new company with present title was formed. In 1859 LANGTRY & HERDMAN (established 1828) was acquired. *Semaphore*, of 1860, laid the first Mediterranean cable after having served during the Crimean war. She brought back despatches from Sebastopol.

First motor vessels placed in service 1929-30. Now controlled by COAST LINES LTD

BELL BROS. & CO.

(BELLORADO S.S. Co. LTD.)

Glasgow.

At one time known as BELL BROS. & McLELLAND, and shipowners since 1882. General trading mostly in S. American trade.

BEN LINE.

(See WM. THOMSON & Co.)

BENNETT STEAMSHIP CO. LTD.

Goole.

Runs small steamships between Goole and London. Formerly JOHN BENNETT and owners of steamships since 1873.

British Shipowners
BIBBY BROS. & CO.
(BIBBY LINE LTD.)

Liverpool.

First class only, motor vessels of about 11,000 tons running between British ports and Southern India, Colombo and Rangoon.

John Bibby secured mail contract in 1807 between Parkgate and Dublin. In 1821 regular sailing ship line was established to East Indies. About 1850 the first steamer was introduced and first class service was inaugurated between Liverpool and Burma in 1891.

Lancashire long held record of 23 days, 20 hours.

One of first companies to adopt wireless and twin-screw in Eastern trade. *Yorkshire* was first ship to be taken up by Government during South African War. *Oxfordshire* was first merchant ship to be taken up in Great War. Ships all served during campaign and steamed over 200,000 miles.

Company is entrusted with most of the peace-time trooping for the British Army.

James Bibby started in business with Edward Harland, who later became head of Harland & Wolff, the great shipbuilders.

Beautiful ships in appearance with four lofty masts, the motor vessels retaining the same characteristics. Distinctive pink funnels with black top and all bearing names of English "Shires".

J. A. BILLMEIR & CO.
(STANHOPE STEAMSHIP CO. LTD. and LAMORNA SHIPPING CO. LTD.)
London.

M. H. BLAND & CO. LTD.
(BLAND LINE.)
Gibraltar.

Passenger and cargo services between Gibraltar and North African ports. Salvage craft and tugs.

The Merchant Navy

Dates back to 1810, and was first to establish service to Morocco. First steamship in 1860. All ships have first word "Gibel" (Hill).

The BLUE STAR LINE LTD.

(UNION COLD STORAGE CO. LTD.)

London.

Passenger ships of 15,000 tons to S. American ports.

Refrigerated ships with passenger accommodation to S. America, Far East, Australia, New Zealand and to West Indies, etc.

Founded in about 1910, it entered the passenger business in 1926. *Arandora Star* was well known cruising liner sunk during present war.

Cargo ships have huge refrigerated capacities, and all latest ships are motor vessels of about 11,000 tons.

F. BOLTON & CO.

(BOLTON STEAM SHIPPING CO. LTD.)

London.

Established in 1885, and run general traders of about 5,500 tons bearing names of painters beginning with "R".

BOOKER BROS., McCONNELL & CO. LTD.

(THE ARAKAKA S.S. CO. LTD. and BOOKER LINE.)

Liverpool.

Present company registered in 1897, but was originally BOOKER BROS. & Co., established over a century ago.

Runs a cargo service (with small passenger accommodation) between Liverpool and Demerara with vessels of about 2,000 tons.

British Shipowners
BOOTH STEAMSHIP CO. LTD.
Liverpool.

Passenger and cargo service between British and Brazilian ports via Portugal.
Large ships of 7,000 tons proceed over 1,000 miles up Amazon River.

Inaugurated in 1866. In 1901 the RED CROSS LINE of R. Singlehurst was acquired (Established 1869.) First "mosquito-proof" vessel, and one of first companies to adopt Bauer-Wach system of exhaust turbines.
Ships bear names of Saints.

C. T. BOWRING & CO. LTD.
(BOWRING S.S. CO. LTD., LOBITOS OILFIELDS LTD., BEAR CREEK OIL
& SHIPPING CO. LTD. and OIL TANK S.S. CO. LTD.)
London and Liverpool.

World wide general or tanker trading. First steamship in 1865.

BRISTOL STEAM NAVIGATION CO. LTD.
Bristol.

A very old coasting company owning steamers since 1840.

BRITISH & CONTINENTAL S.S. CO. LTD.
Liverpool.

Cargo service between British ports and Rotterdam, Amsterdam, Antwerp, Dunkirk and Ghent. Ships averaging about 1,700 tons.
Established in 1922.

The Merchant Navy
BRITISH INDIA STEAM NAVIGATION CO. LTD.

London.

Owens more ships and has more ramifications than any other British company. Founded in 1856 to carry mails for East India Company.

First title was CALCUTTA & BURMA NAVIGATION Co. Managing owners were MacKinnon MacKenzie & Co., well known in the East.

Landed first detachment of British troops to quell the Mutiny in 1857. In 1862 secured mail contract from British India to Singapore and name changed to present title. Services were gradually extended, and present London to East Africa service had its origin in a line between Aden and Zanzibar inaugurated in 1872. Suez Canal meant huge developments, and a "B.I." ship was first to reach London from India via the Canal with a full cargo. In 1876 was established the London to Colombo line. Later the ships stretched out to Australia and in 1886 it acquired two Australian shipping companies which it merged to form the present Australasian United Steam Nav. Co.

Amalgamated with the P. & O. in 1914.

One of first companies to adopt compound engines and surface condensers. Its vessels have assisted in Mutiny campaign 1857, Abyssinia 1857-63, Zulu war 1879, Persia Expedition 1888, Uganda rising 1897, Soudan 1898. Forty ships served during the Boer War, and its vessels carried the Indian troops to South Africa. During Great War its activities were colossal and over twenty ships were lost by enemy action.

Has a share in the peace-time trooping for the British Army, and in 1937 it built the first ship ever designed in the country as a trooper.

Its mail and passenger ships range up to 10,000 tons and its services are from England to India and East African ports, and Australia and its Indian and Eastern coastal services are exhaustive.

British Shipowners
BRITISH ISLES COASTERS LTD.

Cardigan.

Small coastal ships of about 400-600 tons with engines aft.

BRITISH MEXICAN PETROLEUM CO. LTD.

(LAGO SHIPPING Co. LTD.)

London.

Tankers controlled by Anglo-American Oil Co. Acquired in 1937-38 the Beacon Transport Co. (Colonial Beacon Oil Co. Inc.)

BRITISH TANKER CO. LTD.

(ANGLO-IRANIAN OIL Co. LTD.)

London.

Formed in 1916. Owns about seventy motor and steam tankers up to 8,300 tons. All have first word "British", and are engaged in petroleum trade between Persian Gulf and U.K.

BRITISH WESTERN UNION LTD.

London.

A Cable company owning its own ships.

Thos. & Jno. BROCKLEBANK LTD.

(ANCHOR-BROCKLEBANK LINE and BROCKLEBANK & WELL LINE)

Liverpool.

Daniel Brocklebank, son of a north country vicar, laid the foundations in 1770 when he established a ship-building firm in New York and built his own ships in addition to commanding them.

The Merchant Navy

Transferred to England owing to War of Independence in 1775.

Opened up a yard at Whitehaven in 1788. Ships at first traded to the Americas and West Indies, but with the end of the monopoly of the East India Company it transferred its activities eastwards, and sent one of the earliest private ships to Calcutta which has remained the terminal port ever since. In 1840 it sent eleven ships to Calcutta.

In 1912 the Calcutta services of Anchor Line were acquired.

In 1915 it took over the Well Line.

Fine ships distinguished by their all-white masts and spars and bear Indian names beginning with "M". Lost many ships during Great War and a number already during the present campaign.

Characteristic is that the House Flag is worn at the foremast instead of mainmast as otherwise universal.

BROMAGE SHIPPING CO. LTD.

Cardiff.

BROOK SHIPPING CO. LTD.

London.

Small coastal ships with engines aft.

BROOMHILL STEAMSHIPS LTD.

Newcastle-on-Tyne.

Small coastal ships averaging about 1,500 tons. Firm was an amalgamation in 1900 of BROOMHILL SHIPPING Co. LTD. (steamship owners since 1895) and BROOMHILL COAL Co. LTD.

British Shipowners
Wm. BROWN, ATKINSON & CO.
(SEA S.S. Co. LTD.)
Hull.

Trampship owners since 1863.

John BRUCE & CO.
(BALMORE S.S. Co. LTD.)
Glasgow.

Small cargo and passenger ships averaging about 1,800 tons trading between Glasgow and Mediterranean ports.

Started owning steamships in 1892 and formerly BRUCE, BARTIE & Co.

BRUSSELS STEAM SHIP CO. LTD.
London.

Established in 1873, and runs small cargo ships from London to Brussels.

BUCHAN & HOGG.

Small coasters with engines aft.

BULLARD, KING & CO. LTD.
(NATAL LINE.)
London.

Ran clipper ships between London and Natal as far back as 1850. Changed to steam in 1879, and run comfortable passenger ships up to 8,000 tons to Port Natal and other East African ports, in addition to maintaining a useful connecting link between East Africa and Calcutta. At one time controlled by Union-Castle Line.

Ships have Zulu names beginning with "Um".

The Merchant Navy
BURMA OIL CO. (TANKERS) LTD.
Glasgow.

Tankers up to 8,000 tons running between Rangoon and India. Associated with British Tankers Ltd.

BURNETT & CO.
(BURNETT STEAMSHIP CO. LTD.)
Newcastle-on-Tyne.

General trader owners since 1892.

BURNS & LAIRD LINES LTD.
London.

An amalgamation of the LAIRD LINE and G. & J. BURNS in 1922. Former was formed in 1814 and its first steamship in 1816 was first steam vessel to operate between Glasgow and Campbeltown.

G. & J. Burns operated ships in 1824 and between 1850 and 1882 carried mails free of charge to Government between Greenock and Belfast.

Combined firm took over SLIGO NAV. CO. LTD. in 1936. It is now controlled by Coast Lines Ltd.

Runs mail, passenger and cargo ships between Scottish and Irish ports.

CAIRNS, NOBLE & CO.
(CAIRN LINE OF STEAMSHIPS LTD. and CAIRN-THOMSON LINE.)
Newcastle-on-Tyne.

Cairns, Young & Noble started owning steamers in 1891. Absorbed the THOMSON LINE of Dundee about the same time. This firm was the pioneer in carriage of live stock between Montreal, Leith and the Tyne.

British Shipowners

Forms part of Furness group; owns vessels of about 5,000 tons with prefix "Cairn" which conduct a service between N.E. coast ports and Canada, etc. A cairn figure* on the funnel of the ships.

J. M. CAMPBELL & SON.

Glasgow.

Founded in 1883 and operated sailing ships until 1906, when it changed to steam. *Daldorch* was first British ship to pass through Panama Canal (August 25, 1914). Vessels of 5,600 tons with names having prefix "Dal", but firm is not connected with Mungo Campbell & Co. Ltd.

Mungo CAMPBELL & CO. LTD.

(UNITED STEAM NAVIGATION CO. LTD.)

(AYRSHIRE NAVIGATION CO. LTD.)

Newcastle-on-Tyne.

Registered in 1902 and until 1940 was known as CAMPBELL BROS. & Co. General traders of about 5,000 tons all of whose names commence with "Dal".

P. & A. CAMPBELL

(THE WHITE FUNNEL FLEET.)

Dates from 1887 and pioneers in excursion trade in Bristol Channel and along south coast. In 1911 purchased ships from BRISTOL CHANNEL PASSENGER BOATS LTD. (Red Funnel Steamers.)

During Great War all ships did excellent work as mine-sweepers.

In 1922 ships of YELLOW FUNNEL FLEET were acquired.

Three of best known ships were lost during evacuation from Dunkirk in June 1940.

Ships are fine paddle vessels, and are unique on account of their plain white funnels.

The Merchant Navy
CAPPER, ALEXANDER & CO.
(ALEXANDER SHIPPING CO. LTD.)

London.

Owned steamers since 1875, and has a fleet of general traders up to 5,000 tons.
All ships bear place-names ending in "bury".

Richard P. CARE & CO. LTD.
(CARE LINES LTD., PORTH SHIPPING CO. LTD., DEANS GATE S.S. CO. LTD.,
and RICHARD ENGLAND S.S. CO. LTD.)

Cardiff.

Coasters of about 600 tons with engines aft.

F. CARRICK & CO. LTD.

Newcastle-on-Tyne.

General trader owners since 1906. Ships up to about 5,000 tons with names having prefix "Langlee".

The CARRON COMPANY

Established by Royal Charter in 1773 and has maintained an unbroken service between Scotland and London via East coast.

Firm became famous for its "carronades", or early cannon, and ships carried these. In 1782 firm of Carron Shipping Co. was taken over.

First set of engines for James Watt's steam engine was made at Carron works. First steamship in fleet was in 1851.

Ships have a "cannon ball" at mainmast head, originally an indication during the Crimean War that they carried munitions of war.

British Shipowners

CASSAR CO. LTD.

Valetta, Malta.

Mail, passenger and cargo service between Malta and Syracuse. Steamship owners since 1915.

CEMENT MARKETING CO. LTD.

London.

Small coastal traders now controlled by F. T. Everard.

James CHAMBERS & CO.

(DODWELL-CASTLE LINE, CASTLE LINE and LANCASHIRE SHIPPING Co. LTD.)

Liverpool.

Lancashire Shipping Co. was formed in 1893 to acquire LANCASTER SHIPOWNERS Co. LTD., formed in 1865 and running sailing ships for the first twenty years of its existence.

Runs joint services with the American Barber Line and owns motor and steam vessels up to 6,000 tons running between London and Continental ports and Cuba, Mexico, Galveston and Houston. Also from New York to Far East. Ships bear names of North Country "Castles".

R. CHAPMAN & SON.

Newcastle-on-Tyne.

Steamship owners since 1880 and has a fleet of general traders ranging to 6,700 tons and bearing place names ending in "ton".

CHARLTON, McALLUM & CO. LTD.

(CHARLTON STEAM SHIPPING Co. LTD.)

Newcastle-on-Tyne

Tramp ship owners since 1883. Vessels have names with suffix "side",

The Merchant Navy
CHARRINGTON, GARDNER, LOCKET & CO. LTD.
(CHARRINGTON S.S. Co. LTD.)
London.

A concern dating back to 1731 having its own depôts, trucks, barges, colliers, lorries, etc. First steamship was in 1906. Until 1922 was GARDNER, LOCKET & HINTON LTD.

Ships up to 1,600 tons with engines aft engaged in coastal coal trade.

CHEESWRIGHT & FORD.
(BRITISH CHANNEL ISLANDS SHIPPING Co. LTD.)
London.

Incorporated in 1899, although predecessors maintained a service to Channel Islands in the very early days of steam. Until 1936 was known as LONDON & CHANNEL ISLANDS STEAMSHIP Co. LTD., when it took its present title with the exception that the word "and" was inserted until a year later. Runs motor and steam coasters with engines aft between London and Channel Islands.

A. CHESTER.
Middlesbrough.

Small coasters with engines aft. Steamship owners since 1912 and formerly RICHARD R. CHESTER LTD.

The CHINA NAVIGATION CO. LTD.
(JOHN SWIRE & SONS LTD.)
London.

Owned steamships since 1872, and maintain a large fleet of modern ships along China coast and to Singapore, Bangkok and Hong Kong, in addition to River steamers

British Shipowners

on the Yangtze. Crews are almost entirely Chinese, but majority of officers are European.

CHINE SHIPPING CO. LTD.

(HARPER, MATTHEWS & Co. LTD.)

Cardiff.

Established in 1934, and ships are all "Chines".

The CLAN LINE STEAMERS LTD.

(CAYZER IRVINE & Co. LTD.)

London.

The largest cargo liner company in the world, with a fleet of modern ships up to 10,000 tons, conducting services between U.K. ports and East Africa, India, South Africa and Australia both direct and via Suez.

Established in 1878 it specializes in heavy loads, and ships have accommodation for live stock. The company controls the Scottish Shire and Houston Lines, and it never had a ship laid up during the worst years of depression.

All are named "Clan", and have grey masts and two narrow red bands on a black funnel.

Richard R. CLARK.

(OVERTON S.S. Co. LTD.)

Liverpool.

Owners of coastal ships with engines aft, ranging up to 500 tons.

CLARK & SERVICE

(ARDAN S.S. Co. LTD.)

Glasgow.

Trampship owners dating to 1882. Ships of about 5,000 tons with prefix "Ardan".

The Merchant Navy
CLAYMORE SHIPPING CO. LTD.

Cardiff.

Trampship owners since 1920.

William CLINT
BELFAST.

Owners of coastal ships with engines aft, averaging about 500 tons.

CLYDE & CAMPBELTOWN SHIPPING CO. LTD.
Glasgow.

An amalgamation in 1937 of the Clyde & Campbeltown S.P. Joint Stock Co. Ltd. and Clyde Cargo Steamers Ltd. The former was established in 1866 and ran passenger services from Glasgow to Firth of Clyde, Kyles of Bute, Lochfyne ports and Campbeltown. The latter was formed during the Great War at the request of the Admiralty.

CLYDE SHIPPING CO. LTD.
Glasgow.

Passenger and cargo services from Glasgow and Irish ports to Southern England and London. Also to Ghent and Antwerp. Firm started in 1815, but extended to longer distances in 1856. Ships measure about 1,500 average, and bear names of lighthouse and lightships.

COAST LINES LTD.

A huge concern controlling many coastal companies which are themselves often the result of many mergers. Formed in 1917, and runs services for passengers and cargo with up-to-date steam and motor vessels to practically every port in the U. Kingdom. All ships have second word "Coast" and average about 600 tons.

British Shipowners

W. H. COCKERLINE & CO.

Hull.

Steamship owners since 1885, and vessels have names with suffix "ic" and range up to 5,400 tons.

COMMERCIAL CABLE CO.

London.

Cable ship owners since 1891 and associated with Commercial Pacific Cable Co., of the United States.

COMMERCIAL GAS CO. LTD.

London.

Coastal collier owners since 1902.

COMMON BROTHERS.

(HINDUSTAN STEAM SHIPPING Co. LTD. and NORTHUMBRIAN SHIPPING Co. LTD.)

Newcastle-on-Tyne.

Trampship owners since the close of last century. Ships go up to 6,000 tons, and have names with suffix "stan".

CONNELL & GRACE LTD.

(SIDE SHIPPING Co. LTD. and QUAYSIDE SHIPPING Co. LTD.)

London.

First owned trampships in 1914.

The Merchant Navy

Martin CONSTANT

London.

Tramp ship owners since 1885. Ships have Kentish place names, mostly with suffix "INGE".

Joseph CONSTANTINE STEAMSHIP LINE LTD.

Middlesbrough-on-Tees.

Owens a fine deep-sea fleet and modern coasters with engines aft. The first steamship was in 1890, but the firm dates well back into the sailing ship era.

At one time was Constantine & Pickering. Its ships go up to 5,100 tons and have names with suffix "wood".

J. W. COOK & CO. LTD.

(BULK OIL S.S. Co. LTD.)

London.

Coastal tanker owners established in 1909. Ships of 800 tons with prefix "Pass of", e.g. *Pass of Ballater*.

William COOMBS & SONS.

(AFON LIEDI S.S. Co. LTD.)

Llanelly.

Steamship owners since 1898. Coasters with engines aft and averaging some 800 tons. First word "Afon".

CO-OPERATIVE WHOLESALE SOCIETY LTD.

Manchester.

Steamship owners since 1876, and engaged in coastal and Continental trade.

British Shipowners
COPPACK BROS. & CO.

Flint.

Coastal ships with engines aft, up to 500 tons.

CORY COLLIERS LTD.

London.

The present firm was registered in 1896, but it has been in existence for some 150 years, and is one of the best known in the coal and bunkering trade. Handles about twenty million tons yearly. Has acquired several other firms and owns colliers with prefix "Cor", and ranging up to nearly 4,000 tons. The well known symbol of the Black Diamond is also carried by a fleet of tugs on London River.

John CORY & SONS LTD.

(BRITISH STEAM SHIPPING Co. LTD. and ORDERS & HANDFORD S.S. Co. LTD.)
Cardiff.

Tramp owners since 1874.

COSENS & CO. LTD.

(WEYMOUTH, BOURNEMOUTH, BOSCOMBE & SWANAGE S. PACKETS LTD.)

Weymouth.

Pleasure steamer owners since 1845, and has run many famous paddlers round the south coast as far as Southampton, since that time.

Geo. COUPER & CO. LTD.

Helmsdale.

Coastal shipowners since 1900. All vessels have engines aft, average about 450 tons, and have names with suffix "dale".

The Merchant Navy
Hugh CRAIG & CO. LTD.
Belfast.

Coasting and continental trade since 1891 with small ships of about 500 tons.

A. CRAWFORD & CO. LTD.
Glasgow.

Founded in 1896 and then known as the Vale S.S. Co. which accounts for the "V" on the house flag. Now manage the Gryfevale Steamship Co. Ltd. with ships up to 4,600 tons.

CROSBY, SON & CO. LTD.
(NORTH OF ENGLAND S.S. Co. LTD.)
West Hartlepool.

Tramp ship owners formerly Crosby, Magee & Co. Ltd. Ships average over 5,000 tons and have names with suffix "bridge".

THE CUNARD STEAM SHIP CO. LTD.
Liverpool.

At the time of the formation of Cunard White Star in 1934 the cargo ships of the Cunard Co. remained separate, and conduct a service to the Levant and Black Sea with ships of about 2,400 tons.

CUNARD WHITE STAR LTD.
Liverpool.

The owners of the greatest ships in the world. Formed in 1934 by a merger of the former Cunard Line and the White Star Line (Oceanic S.N. Co.).

British Shipowners

The former originated the first trans-Atlantic steamship service in 1840 and has since then owned many famous record-breakers, including the *Mauretania* which held the Blue Riband for twenty-two years. It has always been to the forefront in design and equipment, and its ships were named after former Roman provinces with the suffix "ia".

The White Star was formed in 1869, and carried on the traditions and flag of a well known fleet of Australian sailing packets. It also had famous Atlantic record holders such as *Olympic*, and had acquired other firms.

Fast passenger, mail and cargo services are conducted to New York and Canada, and ships are between 20,000 tons and 88,000 tons. No two companies have done more to maintain Britain's supremacy on the sea.

James CURRIE & CO.

(CURRIE LINE LTD.)

Leith.

Passenger and cargo services from Leith and Glasgow to Hamburg and Bremen, and also services from U.K. ports to Baltic and Mediterranean.

Ships average 1,000 tons, and firm was founded over a century ago. In 1933 purchased the Isaacs Line.

R. S. DALGLIESH LTD.

Newcastle-on-Tyne.

Steamship owners since 1905 engaged on tramping. Opened up trade between Port Churchill and United Kingdom. Ships have white masts and blue funnels with red "D" and black top and names with suffix "worth".

The Merchant Navy
J. & J. DENHOLM LTD.

Glasgow.

Shipping firm started in 1872 with a Brixham-built schooner. First steamer in 1882 and now owns general traders of about 5,000 tons with suffix "park".

Wm. DICKINSON & CO. LTD.

(CONSETT IRON Co. LTD.)

Newcastle-on-Tyne.

Continental traders since 1870.

DODD, THOMSON & CO. LTD.

(BRITISH MOTORSHIP Co. LTD., KING LINE LTD. and SCOTTISH S.S. Co. LTD.)

London.

General traders, with a large fleet of steam and motor vessels averaging about 5,000 tons and bearing names of old British "Kings".

DONALDSON ATLANTIC LINE LTD.

Glasgow.

Formed in 1916 as the Anchor-Donaldson Line and a continuation of the early passenger line of Donaldson Bros. Name changed in 1935 when connection with Anchor Line ceased. Runs passenger ships from Glasgow to Canada. *Athenia*, of this line, was first ship to be torpedoed in second Great War, on September 3rd, 1939, a few hours after war broke out.

British Shipowners
DONALDSON BROS. & BLACK LTD.

Glasgow.

Manages above line, Donaldson South American Line and a separate one of its own. Cargo ships to Canada and Pacific coast ports via Panama. Specialised in carriage of newsprint. Established in 1854 with sailing ships. Ships have suffix "ia".

DONALDSON SOUTH AMERICAN LINE LTD.

Glasgow.

Fast cargo service established in 1920 to Montevideo and Buenos Ayres.

T. H. DONKING & SONS LTD.

(DONKING, FORTIS, KINGDON & "TOFT" S.S. CO. LTD.)

Middlesbrough.

Engaged in U.K. coastal trade since 1923. Ships have engines aft and average about 900 tons.

DOREY (ONESIMUS) & SONS LTD.

Guernsey.

Coastal traders since 1898. Ships have engines aft and average about 700 tons.

DOVER NAVIGATION CO. LTD.

(LEACH & CO. LTD.)

London.

General traders since 1919. Ships have prefix "Sea".

The Merchant Navy

T. L. DUFF & CO.

(GRAHAMSTOWN SHIPPING Co. LTD. and WAVERLEY SHIPPING Co. LTD.)
Glasgow.

Established as sailing ship owners towards the close of the last century, and first steamer owned in 1903.

J. T. DUNCAN & CO. LTD.

Cardiff.

Coastal ship owners since 1891.

DUNDEE, PERTH & LONDON SHIPPING CO. LTD.

Dundee.

A line of passenger and cargo ships with roots well into the past. It is a merger of several companies, the earliest of which dates back to 1798. It has played a very prominent part in the development of the port of Dundee and owns passenger ships up to 2,200 tons and a fleet of motor coasters with engines aft.

Thomas DUNLOP & SONS

(THE QUEEN LINE LTD., THE CADOGAN S.S. Co. LTD. and LOMOND S.
Co. LTD.)
Glasgow.

An old firm established in 1851 although it did not enter the shipowning business until some twenty years later. First ships were sailing vessels and became famous as the "Clan Line", but when Cayzer Irvine started their Clan line of steamers in 1878, the word "Queen" took the place of the earlier prefix.

British Shipowners
EAGLE OIL & SHIPPING CO. LTD.

London.

Tankers engaged in petroleum trade between Mexican Gulf and U.K. Started in 1912 as Eagle Oil Transport Co. Large fleet of steam and motor ships up to 13,000 tons and bearing names of which the first is "San". Several gallant deeds have been performed by seamen of this company in the present war, including the bringing home of half a blazing tanker.

EASTERN & AUSTRALIAN STEAMSHIP CO. LTD.

London.

Passenger and cargo ships between Australia and Borneo, China and Japan. Formed in 1875, it forms part of the P. & O. group.

ELDER DEMPSTER LINES LTD.

Liverpool.

A reconstruction in 1932 of an old concern incorporating the African Steamship Co. of 1852 and British & African S.N. Co. of 1858, and also of Imperial Direct Line. All companies did much to open up West Africa and it is the premier company operating mail, passenger and cargo ships between U.K. and West African ports, and also between New York and Gulf ports and W. Africa. One of the first firms to adopt motor passenger ships, which range up to 11,300 tons.

ELDERS & FYFFES.

London

Well known as importers of bananas and other fruit. Shipowners since 1901 and have a large fleet of mail, passenger and fruit ships running between Avonmouth and other U.K. ports and Jamaica, West Indies and Central America.

The Merchant Navy
ELLERMAN & BUCKNALL LINE

London.

Founded in 1892 as British & Colonial S.N. Co. Ltd. and reconstructed in 1900 as Bucknall Steamship Lines Ltd. Taken over by Ellerman's in 1908.

Cargo vessels up to 7,000 tons running between U.K., Continent, Australia, South Africa, India, United States, Levantine ports and Far East.

All have names of "Cities".

ELLERMAN LINES LTD.

(THE CITY LINE LTD., HALL LINE LTD., ELLERMAN & PAPAYYANI LINES LTD.,
WESTCOTT & LAURANCE LINE LTD.)

Liverpool & Glasgow

The earliest of the great shipping combines, and one of the largest.

The original Ellerman line was a continuation of a company dating to 1870. The Papayyani was formed in 1840 and purchased by Ellerman early this century. The City Line was formed in Glasgow in 1839, and the Hall Line in Liverpool in 1862.

Large fleet of passenger, mail and cargo ships trading to all parts of the world, the passengers ships principally to India.

Range up to 11,000 tons, and all have names of "Cities" or end in "ian".

ELLERMAN'S WILSON LINE LTD.

Hull.

Founded in 1843, and after acquiring several old companies it also passed into the Ellerman control. Ships run to Continent, Mediterranean, Levant, Egypt and U.S.A. They have names ending in "o", and have distinctive green hulls.

British Shipowners
T. E. EVANS & CO. LTD.

London.

Small motor coasters averaging about 500 tons. Originally owned steamers with names beginning with "Purley".

F. T. EVERARD & SONS LTD.

London.

A very old firm originally owning sailing barges and pioneers, on the Thames, of motor coasters, of which they now possess a very large fleet, ranging up to 500 tons. Names end in "ity", e.g. *Ability, Actusity*.

FEDERAL STEAM NAVIGATION CO. LTD.

London.

Owners of some of the finest refrigerated cargo liners, bearing names of English counties. Dates to 1895, but inherits the traditions and flag of Money Wigram of 1763.

Taken over by the New Zealand S. Co. in 1912 and now forms part of P. & O. group. Ships run to over 11,000 tons, and trade to Australia and New Zealand.

J. FISHER & SONS LTD.

(FRONTIER TOWN S.S. Co. LTD. and NEWRY & KILKEEL S.S. Co. LTD.)

Newry.

Coastal ships up to 400 tons with engines aft. Owners since 1897.

JAMES FISHER & SONS LTD.

Barrow-in-Furness.

Coastal cargo ships with engines aft ranging up to 700 tons, and having names with second word, "Fisher". Goes back to 1847, and once owned over 100 sailing vessels.

The Merchant Navy
FRANCE W. FENWICK & CO. LTD.

London.

Dates back to the middle of last century, and is an amalgamation in 1901 of various firms. Cargo ships between east coast ports and London and Continent. Vessels range up to 2,800 tons and have suffix "wood".

FURNESS LINES
(FURNESS WITBY & Co. LTD., JOHNSTON WARREN LINES LTD., NORFOLK & N.
AMERICAN S.S. Co. LTD.)

London.

One of the largest shipping groups which also controls other companies mentioned separately. Many of the companies are very old and Furness Line itself goes back to 1870. Controls Shaw, Savill & Albion and Royal Mail Lines. Runs cargo and passenger ships between U.K. and Canadian, N. Pacific ports and Black Sea.

J. & A. GARDNER & CO. LTD.

Glasgow

Continental and Coaster trade since 1895. Motor and steam vessels up to 700 tons, all with engines aft.

The GENERAL STEAM NAVIGATION CO. LTD.

London.

The oldest steamship company in the world, dating to 1821. Controls New Medway S.P. Co. and Moss-Hutchison Lines and forms part of P. & O. group.

A large fleet of cargo vessels named after birds, trading with Continent. Over seventy regular services. Also pioneers of pleasure paddle steamers on the Thames.

British Shipowners
GIBBS & CO.
(WEST WALES S.S. Co. LTD.)
Cardiff.

Tramp ship owners since 1906.

GEORGE GIBSON & CO. LTD.
(GIBSON-RANKINE LINE.)
Leith.

Founded in 1797, and since then has conducted a cargo service to Rotterdam.

ROBERT GILCHRIST & CO.
(GILCHRIST'S TRADERS (Steamships) Ltd. and SOUTH WALES & LIVERPOOL S.S.
Co. LTD.)
Liverpool.

Coastal ship owners since 1824, changing to steam in 1870. Acquired several other firms. All vessels have engines aft, and range up to 800 tons.

GILLESPIE & NICOL.
(MERCHISTON S. Co. LTD. and RAVELSTON S.S. Co. LTD.)
Grangemouth.

Tramp ship owners since 1896.

G. T. GILLIE & BLAIR LTD.
Newcastle-on-Tyne.

Coastal tramp ship owners since 1911.

The Merchant Navy

GLEN & CO. LTD.

(ADMIRAL SHIPPING CO. LTD., CLYDESDALE SHIPOWNERS' CO. LTD., GLASGOW SHIPOWNERS' CO. LTD., SCANDINAVIAN SHIPPING CO. LTD., SCOTTISH NAVIGATION CO. LTD.)
Glasgow.

Steamship owners since 1894, and conduct cargo services with ships up to 6,000 tons between U.K. ports and Gothenburg.

GLEN LINE LTD.

(GLEN & SHIRE LINES.)
London.

Originally McGregor Gow & Co., it was acquired by the Blue Funnel Line in 1935. Large cargo liners trading to the Far East up to 10,000 tons and all with prefix "Glen".

GLOVER BROTHERS (London) LTD.

(SHAKESPEAR SHIPPING CO. LTD.)
London.

Tramp ship owners since 1871. Ships average about 5,500 tons, and are named after English poets.

GOW, HARRISON & CO.

Glasgow.

Tanker owners but until the Great War, owned general traders. Firm dates to 1848 and is an amalgamation of Allan C. Gow & P. H. Dixon & Harrison.

Ships run up to 7,000 tons, and have names beginning with "V".

British Shipowners
GREAT WESTERN RAILWAY CO.
London.

This company obtained Parliamentary powers to run steamers in 1871. It acquired several old established concerns and runs fast mail, passenger and cargo ships between Weymouth-Channel Islands, Fishguard-Waterford and Fishguard-Rosslare. It maintains tenders at Plymouth for the big liners.

The HAIN STEAMSHIP CO. LTD.
London.

Established in 1878 at St. Ives, but transferred to London in 1917 when acquired by the P. & O. Large fleet of cargo ships up to 6,000 tons and having names of Cornish places with prefix "Tre".

HALDIN & PHILIPPS LTD.
(COURT LINE LTD.)
London.

Steamship owners since 1905, but originally Haldin & Co. Large fleet of general traders up to 6,900 tons. All "Courts".

HALL BROS.
Newcastle-on-Tyne.

Company registered in 1897 and successor of one dating back some half century previously, and whose first steamship was in 1870.

General traders up to 5,000 tons.

The Merchant Navy

John HAMPTON.

(COUNTY OF CORNWALL SHIPPING CO. LTD.)

Redruth.

Coasters with engines aft belonging to a company formed in 1921.

HARRIES BROS. & CO. LTD.

Swansea.

Steamship owners since 1888. Traders to Continent with ships up to 1,500 tons.

J. & C. HARRISON LTD.

(NATIONAL S.S. CO. LTD. and WILLIS S.S. CO. LTD.)

London.

Steamship owners since 1888, and have a large fleet of steamers up to 5,700 tons trading to South America and engaged in the general trade.

All ships have prefix "Har".

T. & J. HARRISON.

(CHARENTE S.S. CO. LTD.)

Liverpool.

One of the largest privately owned shipping firms, founded in 1830 and owning its first steamer some thirty years later. In 1911 it acquired the Aberdeen Line of J. T. Rennie, established in 1856. Also acquired several other old firms since the Great War. Large fleet of ships up to 8,400 tons engaged in world wide trade and especially to Calcutta, Gulf Ports, West Indies, Central America, South and East Africa.

Passenger ships have prefix "In" and cargo vessels named after professions such as *Astronomer, Scientist*.

British Shipowners
P. HAWKSFIELD & SON LTD.

Dover.

Coastal collier owners since 1929.

J. HAY & SONS LTD.

Glasgow.

One of the oldest firms in coastal trade, established in about the middle of the last century. All ships have engines aft, measure about 800 tons and have titles of nobility with prefix "The".

HEADLAM & SONS.

(ROWLAND & MARWOOD'S S.S. CO. LTD.)

Whitby.

Company formed in 1890, but first steamship owned in 1914. Tramp ships up to 4,400 tons with Yorkshire place names.

P. HENDERSON & CO.

Glasgow.

Formed by one of the Henderson Brothers, another of whom founded the Anchor Line. As early as 1860 it was conducting a service to Rangoon.

The Albion Line of this company was merged in 1882 with the Shaw, Savill, of London. Sailing ships were employed until 1871. Conducts a first class passenger service with ships of 8,000 tons and a cargo service with ships, averaging about 4,500 tons. All have Burmese names. Passenger liners run to Rangoon and cargo ships to Brazil, Canada, U.S.A. and New Zealand.

The Merchant Navy
P. D. HENDRY & SONS.

Glasgow.

Steamship owners since 1893. General traders up to 3,700 tons with prefix "Kings".

Alexander F. HENRY & MACGREGOR LTD.

Leith.

Coastal steamship owners since 1905. All ships have engines aft, run up to 700 tons and are all named after "Heads", e.g. "Rattray Head".

G. HEYN & SONS LTD.

(HEAD LINE, LORD LINE and ULSTER STEAMSHIP Co. LTD.)

Belfast.

An old firm of cargo ship owners trading to Gulf ports and Canada, also to Baltic. Ships are all "Heads" and range to 5,300 tons.

Chas. HILL & SONS

(BRISTOL CITY LINE OF STEAMSHIPS LTD.)

Bristol.

Steamship owners since 1880 trading with cargo ships up to 3,100 tons between Bristol and Bristol Channel ports and New York and ports on the eastern seaboard of United States. All ships have second word "City".

H. HOGARTH & SONS.

(KELVIN SHIPPING Co. LTD. and HOGARTH SHIPPING Co. LTD.)

Glasgow.

Founded in 1866 and traded with sailing ships until the last was sold in 1910. Up to 1908 the "Baron" line of sailing ships was trading to the Colonies. Now the

British Shipowners

"Barons" are all modern steamships up to some 7,000 tons trading between Glasgow, Lisbon and Huelva.

ALFRED HOLT & CO.

(CHINA MUTUAL S.N. CO. LTD. and OCEAN S.S. CO. LTD.)

Liverpool.

The famous "Blue Funnel" Line, as it is universally known on account of the colour of its funnels, goes back to 1852. It is one of the largest fleets in the Merchant Navy, and owns passenger ships up to 14,700 tons trading to China and Far East and motor and steam cargo ships up to 11,400 tons engaged in world wide trade. All bear names of ancient Greek heroes. Holts have done much to open up the China and Eastern trades and have been pioneers in many directions.

J. HOLT & CO. (Liverpool) LTD.

Liverpool.

One of the pioneers in the West African trade and steamship owners since 1895 Owns cargo ships, which also have comfortable passenger accommodation, up to 4,000 tons, and all have second word "Holt".

They have grey hulls and white masts, and are the only ships in the Merchant Navy to have white boot-topping.

HOULDER BROS. & CO. LTD.

London.

Now forms part of the Furness group. An old firm with large refrigerated ships trading to South America. They range up to 10,000 tons, and contain modern motor vessels. All have second word "Grange".

The Merchant Navy

HOUSTON LINE OF STEAMERS.

(BRITISH & S. AMERICAN STEAM NAV. CO. LTD.)

London.

Started with one small steamer in 1881. One of the pioneers in the South American (River Plate) trade, and were especially equipped to carry much of the material for building and equipping the S. American railways. Also pioneers in S. American meat trade. In 1918 was acquired by the Clan Line.

Richard HUGHES & CO. (Liverpool) LTD.

Liverpool.

Steamship owners since 1885. Large fleet of coastal cargo vessels with engines aft and ranging up to 1,600 tons. All have second word "Rose".

HUNTING & SON LTD.

Newcastle-on-Tyne.

Successors of a firm founded in 1871, starting with sailing ships. Their first tank steamer was in 1893, and to-day they own tankers entirely, the largest general trader being disposed of in 1925.

Fleet consists of motor vessels up to 8,500 tons all having prefix "Field".

The INDO-CHINA STEAM NAV. CO. LTD.

(JARDINE, MATHESON & Co. LTD.)

Hong Kong.

A very old firm which started owning steamers in 1882 and among the first to trade with Japan. Now owns a very large fleet of passenger and cargo ships trading on China coast and to Calcutta. Also owns a fleet of steamers on the Yangtze River.

British Shipowners
IRRAWADDY FLOTILLA CO. LTD.

Glasgow.

A company closely associated with Patrick Henderson, and owning a large fleet of paddle steamers on the Irrawaddy River. Steamship owners since 1875. Most of them are constructed in Great Britain and re-assembled in Burma.

ISLE OF MAN STEAM PACKET CO. LTD.

Douglas.

Traded with steamers only for over a century. Opened up the trade with the Isle of Man and purchased several old concerns. Carried mails for the first time in 1831. Has owned many famous ships, and to-day there are some of the finest representatives of this class of vessel in the fleet.

Passenger, mail and cargo between Douglas and Liverpool and Irish ports.

John I. JACOBS & CO. LTD.

London.

Steamship owners since 1905, and now own motor tankers up to 9,500 tons engaged in petroleum trade. Ships have suffix "Wood".

JAMAICA BANANA PRODUCERS' S.S. CO. LTD.

Kingston, Jamaica.

Started in 1928 as Jamaica Direct Fruit Line. Starting with purchased steamers from the Nelson Line it to-day owns new tonnage of the most up-to-date kind, and carries on a fruit and passenger traffic between Kingston and London. Ships range up to 5,400 tons, and are very distinctive, with all white hulls and upperworks and blue, white and black funnel.

The Merchant Navy
Frederick JONES & CO.
(ABBAY LINE LTD.)
Cardiff.

Steamship owners since 1907. Ships up to 2,500 tons engaged in Baltic and Continental trade. All are "Abbey's."

Richard W. JONES & CO.
Newport.

Trampship owners since 1880. Ships have prefix "Usk", and are up to 2,700 tons.

KAYE, SON & CO. LTD.
London.

An old London firm which also manages Jamaica Banana Producers' S.S. Co. Ltd. Cargo vessels up to 7,000 tons engaged in S. American trade.

John KELLY LTD.
Belfast.

Coastal cargo ship owners since 1911. Large fleet all with engines aft and ranging up to 900 tons.

W. S. KENNAUGH & CO.
(WEST COAST SHIPPING CO. LTD.)
Liverpool.

Coastal cargo ship owners since 1883. All ships, which go up to 1,200 tons, have engines aft and are all "Force's" (North Country water falls).

British Shipowners
LAMBERT BROTHERS LTD.

London.

Steamship owners since 1880. General traders up to 5,200 tons.

LAMPORT & HOLT LINE LTD.

A brother of Alfred Holt who founded the Blue Funnel Line, entered into partnership with Mr. Lamport, who had founded a firm in 1845. Pioneers in S. American (River Plate) trade, and fleet was at one time entirely of clipper ships. Acquired various old established lines from time to time.

At one time ran fleet of large passenger liners between New York and River Plate, but these were hard hit by U.S. subsidised competition, and ships were withdrawn and converted entirely for cruising. Now has a large fleet of motor and steam cargo vessels.

LARRINAGA S.S. CO. LTD.

Liverpool.

Originally a fleet of Spanish sailing vessels, it settled in Liverpool in the middle of last century and started owning steamers in 1870.

Now an entirely British firm, it owns a large fleet of cargo ships up to 7,000 tons, trading between Manchester, Liverpool and Houston, Galveston and Cuba.

LAWTHER, LATTA & CO. LTD.

(NITRATE PRODUCERS' STEAMSHIP CO. LTD.)

London.

Registered in 1895 and colours on flag and funnel are taken from the racing colours of the late Colonel J. T. North the "Nitrate King".

Cargo vessels up to 5,600 tons engaged principally in Australian trade. They have first word "Anglo".

The Merchant Navy
LIVERPOOL & NORTH WALES S.S. CO. LTD.

Liverpool.

Founded in 1891 to take over a firm started some ten years earlier. This early concern was the inheritor of a line going back to 1843, and this again has associations dating to 1821.

Passenger ships running between Liverpool and Llandudno.

LONDON & EDINBURGH SHIPPING CO. LTD.

Leith.

Since 1809 this company has conducted regular services between Leith and London. It started with some ships acquired by a firm established six years earlier. Leith fishing smacks were first employed, but these gave way to schooners, and again to steam, in 1852.

Ships go up to 2,200 tons, and have first word "Royal".

LONDON, MIDLAND & SCOTTISH RAILWAY.

London.

An amalgamation in 1922 of Caledonian Railway Co., Glasgow and S. Western Railway Co., Lancashire & Yorkshire Railway Co., London and North Western Railway Co., Midland Railway Co. and Furness Railway Co.

Some of these companies had owned steamships for many years, and most acquired much older concerns. Run fine mail, passenger and cargo vessels between Holyhead, Kingstown, Heysham-Belfast, Stranraer-Larne, Holyhead-Dublin, Goole to Continental ports. Also run vessels on Clyde.

British Shipowners
LONDON & NORTH EASTERN RAILWAY.

London.

An amalgamation in 1922 of Great Central Railway, Great Eastern Railway and North Eastern Railway.

The Great Central service was started to Continent in 1856. The Great Eastern in 1867 and has since then maintained a first class mail and passenger service with the Hook and Antwerp.

Runs mail steamers up to 4,200 tons, cargo ships up to 1,700 tons and train ferries in addition to paddle steamers on the Clyde.

The LYLE SHIPPING COMPANY

Glasgow.

Founded prior to 1827 with sailing vessels, and to-day owns motor and steam vessels up to 5,600 tons engaged on general trading, but especially to Vancouver. First word is "Cape".

MACANDREWS & CO. LTD.

London.

Incorporating John Hall, Jr. & Co. Ltd. and Glynn Line Ltd, MacAndrews has owned steamships since 1881. At one time formed part of Royal Mail group. Acquired by United Baltic Corporation in 1935 and three years later started a joint service with Yeoward Line. Runs a passenger and cargo service between British ports and Spanish and Moroccan ports. Now owns a fleet of motor fruit steamers up to 1,400 tons.

David MACBRAYNE LTD.

Glasgow.

Dates since 1851 when Hutcheson & MacBrayne took over some West Highland steamers from G. & J. Burns. Has owned over 100 paddle steamers, among them

The Merchant Navy

some of the most famous in Scottish waters. Now owns some motor vessels which have largely replaced the paddlers. Runs mail, passenger and cargo ships on the Clyde and to the Western Isles.

MACLAY & MCINTYRE LTD.

Glasgow.

General tramp ship owners since 1886. Ships run up to 5,300 tons.

McALLUM, ORME & CO. LTD.

Glasgow.

An amalgamation in 1929 of M. Orme and John McCallum, both well known in Glasgow. Passenger, mail and cargo services, with ships up to 600 tons to the Western Isles and St. Kilda.

MANCHESTER LINERS LTD.

Manchester.

Now forming part of the Furness group, this line has conducted cargo services between Manchester and Canadian and U.S. ports since 1898.

Refrigerated ships, and also carriers of cattle, the vessels run up to 6,300 tons, and all have names, the first word of which is "Manchester".

W. MILBURN & COMPANY LTD.

Newcastle-on-Tyne.

Tramp ship owners. They have owned steamships since prior to 1860, and their well known Anglo-Australian S.N. Co. was merged with others to form the Commonwealth & Dominion Line (now Port Line) in 1914.

British Shipowners
W. S. MILLER & CO.
Glasgow.

Tramp ship owners since 1886.

John S. MONKS LTD.
Liverpool.

Steamship owners since 1907; large fleet of cargo coasters with engines aft, and running to some 700 tons.

MONROE BROS.
Liverpool.

Originally Monroe, Rutherford & Co. and steamship owners since 1912.
Coastal and continental trade, ships mostly with engines aft.

MOREL LTD.
Cardiff.

Tramp ship steamer owners since 1875. Ships up to 5,100 tons.

J. MORRISON & SON.
(PONTYPRIDD STEAMSHIP CO. LTD., CLIFFSIDE SHIPPING CO. LTD., MORRISON S.S.
Co. LTD.)
Newcastle-on-Tyne.

Tramp ships up to 4,300 tons and having names with suffix "Lea".

H. E. MOSS & CO.
Liverpool.

Steamship owners since 1884. Now owns a fleet of motor and steam tankers ranging to 9,400 tons.

The Merchant Navy
MOSS-HUTCHISON LINE LTD.
Glasgow.

An amalgamation in 1934 of J. & P. Hutchison (established in 1860) and James Moss & Co. (established in 1823 and owning sailing vessels until 1850). Taken over by General Steam Nav. Co. in 1935. Hutchison House Flag was the French Tricolour defaced by a thistle, and this was granted as a mark of appreciation by the French Government for carrying all medical stores free of charge during Franco-Prussian war of 1870-71.

Run cargo vessels up to 3,800 tons running to French, German, Spanish, Mediterranean and Black Sea Ports. The Moss Line at one time formed part of the Royal Mail group.

NEW MEDWAY STEAM PACKET CO. LTD.
Rochester

Formed in 1919 to take over ships of the Old Medway Steam Packet Co. which had been established in 1867 and which in its turn had taken over an older firm. Acquired by the General Steam Navigation Co. in 1936, it runs motor vessels on Thames and Continental excursions and paddle steamers on the London River.

The NEW ZEALAND SHIPPING CO. LTD.
London.

Formed in New Zealand in 1873, and for the first ten years owned some very famous sailing vessels. At time of change over to steam it ran eighteen full-rigged ships of great beauty. In 1882 *Metaura* brought the first consignment of frozen meat from Auckland to Great Britain. Mail contract in 1883 and direct service ever since. Joined with the Federal Line in 1912 and passed into P. & O. control in 1916. First to adopt Panama Canal route in 1914. Some of the first large British motor liners, and to-day owns large motor and steam passenger and cargo liners up to 16,700 tons trading between London and New Zealand via the Panama Canal.

British Shipowners
E. R. NEWBIGIN LTD.
Newcastle-on-Tyne.

Tramp ship owners since 1896.

GEORGE NISBET & COMPANY.
(CLYDESDALE NAVIGATION CO. LTD. and NORTHERN NAV. CO. LTD.)
Glasgow.

Formed in 1905, the fleet was sold after the Great War. Operations recommenced in 1922, and now runs a fleet of ships up to 4,400 tons trading largely to Canada and the United States. Ships have prefix "Blair".

**The NORTH OF SCOTLAND & ORKNEY & SHETLAND STEAM NAV.
CO. LTD.**
Aberdeen.

In 1810 the company was formed by amalgamation and for ten years the service connecting the mainland with the outlying groups of islands was maintained with sailing packets. In 1821 the first steamers were added to the fleet. In 1838 a mail contract was obtained. Pioneers in cruising and *St. Sunniva* was built in 1887 especially for this purpose. Conducts mail, passenger and cargo connections between Edinburgh (Leith) and Aberdeen and Caithness, Orkney and Shetland. Ships up to 1,500 tons, mostly with prefix "St.".

James NOURSE LTD.
London.

Old established firm now forming part of P. & O. group. Originally carried natives from India to the West Indies in sailing vessels and did much to populate W. Indian islands with East Indians. Now has fleet of passenger and cargo ships up to 6,300

The Merchant Navy

tons named after Indian rivers and trading between Calcutta, Rangoon and Cuba and West Indies. The funnel marking symbolises Neptune's crown.

ORIENT STEAM NAVIGATION CO. LTD.

Anderson, Anderson & Co., successors of a firm dating back to 1797 had run the Orient Line of clipper ships to Australia since before the Crimean War of 1854. In 1877 it merged with Frederick Green who owned the famous "Blackwall" Clippers and who dated back to 1612, to start the first fleet of steamers to Australia. At first had chartered ships, but built new ones in 1878, and since that time has been leader of fine passenger liners in this trade. Associated with P. & O. since 1919.

Fleet of liners, averaging 21,000 tons, whose names begin with "O", run from Tilbury to Australian ports via Gibraltar, Toulon, Naples, Colombo. Also pioneers in cruising trade.

OSBORN & WALLIS LTD.

Cardiff.

Coasters with engines aft up to 500 tons.

PACIFIC STEAM NAVIGATION COMPANY.

Obtained a Royal Charter in 1840, and was the first company in the world to run steamers to west coast of South America. Service originally through the Magellan Straits was transferred to Panama when canal was opened in 1914.

It was from this company that Anderson Green chartered ships to commence the Orient Line to Australia in 1877. The development of west coast of S. America is largely due to this firm's enterprise. Always working in closest co-operation with Royal Mail, it was acquired by the latter in 1938. Runs mail, passenger and cargo motor steam ships up to 17,700 tons between Liverpool and Central America, Panama, Chile, Peru and occasionally round South America through Magellan.

British Shipowners
PELTON S.S. CO. LTD.

Newcastle-on-Tyne.

Steamship owners since close of last century. Ships up to 2,800 tons engaged in general trade. Have names ending in "O". *Zelo* was in 1939 responsible for raising of H.M. submarine *Thetis* which had sunk in Liverpool Bay.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

London

Known everywhere as the P. & O., this great company almost slips into the place of the old East India Company. The Peninsular in its title refers to Spain and Portugal, to which it first traded in 1836. The colours in the House Flag perpetuate this. In 1837 obtained mail contract to Gibraltar.

In 1840 extended this to Alexandria. Two years later started ships between Suez and India and gradually built up a vast organisation to carry cargo and passengers across Egypt until opening of railway in 1859 made things slightly easier. Opening of canal ten years later saw opening of direct service to India. Lines gradually extended and other companies acquired.

Pioneers in cruising business and still carry it on to-day.

Now has a large fleet of passenger and cargo liners up to 24,000 tons trading between Tilbury and India, Ceylon, China, Japan and Australia.

F. C. PERMAN.
(CHELLEW NAVIGATION CO. LTD.)
London.

Founded in 1913 as Pengreep S.C. Ltd., but name changed some five years later, when assets of ten other firms was acquired. General traders up to 4,900 tons, mostly with suffix "Pen".

The Merchant Navy

PORT LINE LTD.

London.

Formed in 1914 as the Commonwealth & Dominion Line by the merger of the Tyser Line, Star Line (1903), Indra Line (1888) and Anglo Australasian S.N. Co. Ltd. Formed cargo service of the Cunard Line, and wore latter's funnel and Tyser's flag. Name changed in 1937 as all vessels bore names of Australasian "Ports". Large fleet of refrigerated motor and steam ships between London-Australia and New Zealand. New York-Australia and New Zealand and west coast ports of U.K. via Panama Canal.

PRINCE LINE LTD.

London.

Old firm now controlled by Furness Lines. A large fleet of motor and steam refrigerated ships up to 11,000 tons, conducting Far East, River Plate, South and East Africa, Mediterranean and round the world services.

Ships are all "Princes".

RADCLIFFE (EVAN THOMAS) & CO.

Cardiff.

Tramp ship steamer owners since 1881. Ships up to 5,800 tons, mostly with place names beginning with "Llan".

RAEBURN & VEREL LTD.

(MONARCH S.S. Co. LTD.)

Glasgow.

Tramp steamship owners since 1880. Ships up to 5,000 tons with two-word names, the second of which is "Monarch".

British Shipowners

ARTHUR A. RAPP.

(BRITISH OIL SHIPPING CO. LTD.)

London.

Formerly A. Rappoport and steamship owners since 1919. Now own motor and steam tankers up to 5,700 tons all having prefix "Oil".

R. RIX & SONS.

(HUMBER STEAM COASTERS LTD. and RIX STEAMSHIPS LTD.)

Hull.

Coastal tramp ship owners. Now have mostly motor vessels up to 700 tons, with engines aft. Names end in "Rix".

HUGH ROBERTS & SON.

(THE NORTH SHIPPING CO. LTD.)

Newcastle-on-Tyne.

Firm has owned steamships since 1878. First admiralty transport lost during Great War was *North Wales*, of this company.

Wm. ROBERTSON.

Glasgow.

Steamship owners since 1870. Has a large fleet of motor and steam coastal and continental traders. Names are all of gems or precious stones, and ships have engines aft and go up to 1,000 tons.

ROBINSON (Joseph) & SONS.

(STAG LINE LTD.)

North Shields.

Tramp steamer owners since 1876. Ships are named after flowers, run up to 4,000 tons and have a white stag on the red funnel band.

The Merchant Navy
ROPNER SHIPPING CO. LTD.
West Hartlepool.

Sir R. ROPNER & CO. LTD.
(POOL SHIPPING Co. LTD.)
West Hartlepool.

Ropner's were established in 1874, and at outbreak of Great War owned some fifty-seven steamers. Twenty-nine of these were lost during campaign.

Now own a large fleet of general traders up to 5,600 tons. The ships of the Ropner Shipping Co. have names ending in "By" and those of the Pool Shipping Co. have suffix "Pool". In this second world war has earned the name of "Ropner's Navy" on account of the many fights against enemy submarines.

ROYAL MAIL LINES LTD.
London.

Established by Royal Charter as the Royal West Indian Mail Steam Packet Co. in 1839, its services quickly extended, and additional mail contracts were granted. Opened up trade to both east and west coasts of South America. A tremendous undertaking was the provision of transport across the isthmus of Panama by mule and canoe. In 1855 a railway was built largely at the expense of the Royal Mail Steam Packet as the company was now called.

Australian mails were carried from 1858 to 1909. Pioneers in the cruising trade, they relinquished the west coast services to the sister company, the Pacific Steam Navigation Co., and concentrated entirely on the River Plate passenger, mail and cargo lines. From time to time acquired other old companies, and after the Great War the Royal Mail group of companies was the largest ever brought together.

In 1932 the company was re-organised and re-named Royal Mail Lines Ltd.

British Shipowners

In 1937 its shares were acquired by Furness Withy, and the following year in its turn it took over the Pacific Steam. It now owns a large fleet of large motor and steam passenger, refrigerated and cargo vessels ranging up to 25,000 tons.

RUNCIMAN SHIPPING CO. LTD.

(MOOR LINE LTD.)

Newcastle-on-Tyne.

Steamship owners since 1886 and traded until after the Great War, when all vessels were sold. Started again in 1920, and now has a large fleet of general traders up to 6,600 tons, both motor and steam. Ships' names end in "Moor". In 1935 acquired the Anchor Line.

THE SAINT LINE LTD.

London.

Tramp ship owners controlled by Mitchell Cotts. Ships are up to 5,700 tons, and all have first word "Saint".

Chr. SALVESEN & CO.

(THE SOUTH GEORGIA Co. LTD.)

Leith.

A very old Scottish firm which now owns a large fleet of general traders, some small coasters and large whale oil factory ships, in addition to numerous whalers. Conducts cargo services between Scottish ports and Norway.

W. A. SAVAGE LTD.

(ZILLAH SHIPPING & CARRYING Co. LTD.)

Liverpool.

Steamship owners since 1892, and has a large fleet of coasters with engines aft ranging up to 700 tons. Also engaged in the near Continental trade.

The Merchant Navy
W. H. SEAGER & CO. LTD.
(TEMPUS SHIPPING CO. LTD.)
Cardiff.

Formed in 1904 and engaged in general trading, but especially to River Plate with steamers up to 4,900 tons.

SHARP & CO.
Newcastle-on-Tyne.
Since 1881 has conducted coastal and continental colliers.

SHAW, SAVILL & ALBION COMPANY LTD.
London.

In 1882 the Shaw, Savill Line of London, which had been engaged for some thirty years in the New Zealand Trade with sailing vessels, amalgamated with the Albion Line of Patrick Henderson (Glasgow) also engaged in the same trade.

The first steamers were actually owned by the White Star Line, and to Shaw, Savill goes the credit of first fitting refrigerating machinery, first in sail and then in steam. Between 1910 and 1933 the line was controlled by the White Star. The House Flag is almost identical with the original national flag of New Zealand. Much of the credit for opening up the Dominion must be given to Shaw, Savill. In 1933 George Thompson and Aberdeen and Commonwealth passed into its control. Two years later, in its turn, it was taken over by Furness Withy.

Now owns a large fleet of motor and steam, passenger, mail, cargo and refrigerated ships up to 27,000 tons, mostly with Maori names, trading between London and all New Zealand and Australian ports via Panama or the Cape.

British Shipowners
SIEMENS BROS. & CO. LTD.
Woolwich.

The first firm to build a specially designed cable layer. This was in 1874. Done more than any other company to develop the marine cable.

William SLOAN & CO.
Glasgow.

Established in 1825, and always remained in control of a member of the same family. The first steamer was in 1852 and was first trading regularly between Glasgow and London via the west coast. At one time carried passengers, but now conducts a purely cargo service between Glasgow and Greenock and Belfast, Bristol, Swansea, and Cardiff.

Sir William Reardon SMITH & SONS LTD.
(OAKWIN S.S. CO. LTD. and LEEDS SHIPPING CO. LTD.)
Cardiff.

Steamship owners since 1912, and now owns a large fleet of motor and steam vessels up to 6,300 tons trading between U.K. ports and North American Pacific coast ports.

W. A. SOUTER & CO.
(SHEAF STEAM SHIPPING CO. LTD.)
Newcastle-on-Tyne.

Formed in 1906 and owns general traders up to 5,200 tons mostly having names with prefix "Sheaf".

The Merchant Navy
SOUTH METROPOLITAN GAS CO.
London.

Collier owners since 1887 with steamers running between north east coast ports and London. Have names of London suburbs. Also own steam tugs on Thames with a marking symbolical of a gasometer.

SOUTHAMPTON, ISLE OF WIGHT & SOUTH OF ENGLAND ROYAL
MAIL STEAM PACKET CO. LTD.
(RED FUNNEL STEAMERS LTD.)
Southampton.

Possessors of the longest title among British shipowners, it was incorporated in 1861. *Queen*, of this company, carried the body of Dr. Livingstone into Southampton Docks.

Sapphire carried Garibaldi to the Isle of Wight. Until 1935 the funnels were buff with black tops, but a change was made to red in celebration of the Silver Jubilee of King George V. Now has a large fleet of paddle steamers trading along the south coast and to Isle of Wight. Also owns tugs and tenders serving the large liners using the port of Southampton.

SOUTHERN RAILWAY
London.

An amalgamation in 1922 of the London & South Western Railway Co., London, Brighton & South Coast Railway Co. and the South Eastern & Chatham Railway Co. Most of these were in their turn mergers of several old firms.

Runs mail, passenger and cargo ships between Dover-Calais, Folkestone-Boulogne, Dover-Dunkirk (train ferry) Southampton-Channel Islands, Newhaven-Dieppe. Also a fleet of paddle steamers to Isle of Wight.

British Shipowners
STANDARD TRANSPORTATION CO. LTD.

Hong Kong.

Connected with the American Standard Oil Co., and owns tankers up to 10,000 tons. Acquired the Vacuum Oil Co. in 1938.

STEPHENS, SUTTON LTD.
Newcastle-on-Tyne.

Steamship owners under various slightly different names since 1874 and owns motor ships averaging 5,000 tons.

STEPHENSON CLARKE & ASSOCIATED COMPANIES.
(GAS LIGHT & COKE CO. LTD., FULHAM BOROUGH COUNCIL, LONDON POWER CO. LTD.
and BRIGHTON ELECTRICITY UNDERTAKING.)
London.

Steamship owners since 1865, and now manages a large fleet of colliers, many of which come up the London River above London Bridge.

Many of them have engines aft and go up to 3,000 tons.

John STEWART & CO. SHIPPING LTD.
Glasgow.

Continental and coastal steamship owners since 1910. Large fleet of ships up to 800 tons all having names with prefix "Yew".

STOTT, MANN & FLEMING LTD.
(HOPEMOUNT SHIPPING CO. LTD.)
Newcastle-on-Tyne.

Title of company changed from Arthur Stott in 1939, and now owns a fleet of motor vessels of about 5,200 tons with prefix "Hope".

The Merchant Navy
STRAITS STEAMSHIP CO. LTD.

Singapore.

Large fleet of motor and steam passenger and cargo vessels trading between Singapore and Malayan, Siamese and Burmese ports. Connected with Blue Funnel Line. The largest is a ship of some 2,500 tons.

F. C. STRICK & CO. LTD.

London.

Steamship owners since 1895, and owns a large fleet of ships running between U.K. and Persian Gulf ports and Red Sea via Suez. Also to North African ports. Services run in conjunction with Ellerman Lines.

Carry a few passengers and ships have names ending in "Stan" and run up to nearly 7,000 tons. Strick Line Ltd., La Tunisienne S.S. Co. Ltd. and Cory & Strick (Steamers) Ltd. are subsidiary companies.

SUN SHIPPING COMPANY LTD.

(MITCHELL COTTS & Co. LTD.)

Newcastle-on-Tyne.

Steamship owners since 1915, also managing the Saint Line Ltd. Tramp ships with first words "Cape St.", of about 5,000 tons.

B. J. SUTHERLAND & CO. LTD.

Newcastle-on-Tyne.

Tramp ship owners since 1892. Now owns a fleet mostly of motor ships named after Scottish counties and averaging some 5,000 tons.

British Shipowners
E. J. SUTTON & COMPANY.

(CONFIELD S.S. CO. LTD.)
Newcastle-on-Tyne.

Tramp steamer owners since 1883.

TANFIELD S.S. CO. LTD.

Newcastle-on-Tyne.

Shipowners engaged with vessels of about 2,700 tons in the coasting, bay and Mediterranean trades.

TANKERS LTD.

London.

Founded in 1920, and owns motor and steam tankers of 7,000 tons having first word "Scottish".

W. J. TATEM LTD.

Cardiff.

Tramp ship owners since 1897, and has ships up to 5,400 tons having place names ending in "Leigh".

Matthew Taylor.

Methil.

Small coastal tramps with engines aft. Shipowners since 1906.

Stanley & John THOMPSON LTD.

(SILVER LINE LTD.)

London.

Steamship owners since 1911; at one time managing American-Levant line and associated with the Cunard Line. Conducts a "round the world" service and lines to U.S. Pacific coast ports, Java, Calcutta, Straits and Philippines.

The Merchant Navy

Fleet almost entirely of motor vessels up to 6,800 tons having names of trees with the prefix "Silver".

THOMPSON STEAMSHIPPING CO. LTD.

London.

Steamship owners since 1892. Tramp ships of about 4,200 tons named after rivers with first word "Rio".

The UNION-CASTLE MAIL STEAMSHIP COMPANY LTD.

London.

The premier line to the Cape, which has done more to open up and develop the Union of South Africa than any other company. Formed in 1900 by a fusion of two very old concerns. One was the Union Line, formed in 1853 as the Union Steam Collier Co., but changing its name shortly after when it ran services to South Africa and securing a mail contract to the Cape in 1857. The second was the Castle Mail Packets Co. formed in 1881.

This was formed by one of the greatest shipping personalities of all times, Sir Donald Currie, who as early as 1862 was running a fleet of sailing vessels to Calcutta.

The Great War services were unique, and many of the vessels were employed as hospital ships. Now owns a large fleet mostly of motor vessels up to 27,000 tons conducting mail, passenger and cargo services to the Cape, East Africa, intermediate ships via Suez. Also owns a fleet of motor refrigerated fruit ships. All are painted a distinctive lavender grey colour and have names of "Castles".

UNITED AFRICA COMPANY LTD.

London.

An amalgamation in 1929 of various African companies and associated with the Unilever group of Lever Brothers. Has a fleet of motor and steam cargo vessels

British Shipowners

trading between United Kingdom and West Africa, some of them carrying palm oil. All have names of African tribes ending in "ian".

UNITED BALTIC CORPORATION LTD.

(ANGLO-BALTIC LINE.)

London.

First owned steamships in 1920; its shares are now held by Andrew Weir and by the Danish East Asiatic Co. In 1935 it purchased the fleet of MacAndrews & Co. It conducts a passenger and cargo service from London to Baltic ports via the Kiel Canal. Ships are the largest to use the Upper Pool and run to 4,900 tons, having names commencing with "Balt".

In 1940, when Denmark was overrun, many of the motor ships of the Danish East Asiatic Company were placed under the management of the United Baltic. The funnels are a distinctive cream with black tops.

UNITED MOLASSES COMPANY LTD.

(ATHEL LINE LTD.)

London.

Founded in 1926 and now owns a large fleet of large tankers, mostly motor vessels ranging up to 12,000 tons and having names with prefix "Athel".

WANDSWORTH & DISTRICT GAS CO.

London.

Steamship owners since 1906, when it was the Wandsworth, Wimbledon & Epsom District Gas Co. Pioneers in the up-river collier traffic, and large ships of 1,600 tons come right up to company's works at Brentford.

The Merchant Navy
William THOMSON & CO.
(BEN LINE STEAMERS LTD.)

Leith.

Dates back to 1820, and services were carried on with sailing vessels until first steamer was built in 1871. Large fleet of ships up to 6,400 tons with prefix "Ben" and conducting a cargo service between U.K. ports and Penang, Singapore, Manila, Hong Kong, Shanghai and Japan.

Also manages Petrograd Steamers Ltd. which trades to the Baltic.

TOWNSEND BROS. (FERRIES) LTD.

London.

First owned steamships in 1916 and pioneers in motor car ferry between Dover and Calais when in 1930 they re-built a minesweeping sloop and placed her on service. The wheel on the House Flag is symbolical of this service.

TRINDER, ANDERSON & CO.
(AUSTRALIND STEAM SHIPPING CO. LTD.)

London.

Motor ship owners conducting a cargo service between London and Australia.

W. TULLEY & CO. LTD.

Hull.

Steamship owners since 1873, and runs cargo vessels to the Continent.

British Shipowners
TURNBULL, MARTIN & CO. LTD.
(THE SCOTTISH SHIRE LINE LTD.)

London.

Formed in 1867, and in 1884 built the first steamer designed for frozen meat trade from New Zealand. Purchased by the Clan Line in 1918, and in 1938 their former buff funnel was displaced by the Clan marking.

Refrigerated ships up to 7,500 tons, named after Scottish "Shires" running between United Kingdom, Australia and New Zealand.

TURNBULL, SCOTT & CO.
(REDGATE S.S. Co. LTD.)

London.

Steamship owners since 1882, and conducts a general cargo service with vessels up to 5,500 tons. All have names ending in "Gate".

TURNER, BRIGHTMAN & CO.
("Z" S.S. Co. LTD. and ZINAL S.S. Co. LTD.)

London.

Steamship owners since 1887. Own tramp steamers up to 4,300 tons having names commencing in "Z".

TYNE-TEES STEAM SHIPPING CO. LTD.
Newcastle-on-Tyne.

Established in 1864 being an amalgamation of three old firms and registered in 1903 when further fusions took place. Runs passenger and cargo services between Newcastle, London, Antwerp, Rotterdam, Ghent and Terneuzen.

The Merchant Navy
WATTS, WATTS & COMPANY LTD.

(BRITAIN S.S. CO. LTD., RED ROSE LINE and THE WATTS SHIPPING CO. LTD.)
London.

Official records of the company go back to 1853, but members of the Watts family have been engaged in shipowning since 1715. The present firm was established in 1896, having had various earlier names.

Members of the family have long been interested in the welfare of the Merchant Navy, and the Watts Naval Training School is one of many results of this practical interest.

Now has a fleet of steamships up to 5,400 tons named after London suburbs and engaged in general trading.

WEIR, ANDREW & CO.

(BANK LINE LTD.)

London.

In 1885 the firm was started with sailing vessels, and so quickly did it grow that it had a fleet of over fifty, the largest fleet of clipper ships in existence. The first steamer was in 1896, and the first motor vessel in 1923. A large fleet of these ships was built up and new services were inaugurated. To-day there is a large fleet of motor vessels forming the Bank Line, and running up to 5,600 tons. Also there is the Indian-African Line with motor passenger and cargo ships of 7,400 tons, a fleet of steamers and Inver Tankers Ltd. with ships of 9,000 tons average.

The services are very extensive and include American and Indian line, American and Oriental line, Indian-Chilean line, Gulf-South Africa line, U.S.-Gulf-Australian line and so on.

British Shipowners

The WEST HARTLEPOOL STEAM NAVIGATION CO. LTD.

West Hartlepool.

Established in 1899 to acquire the firm of Guthe Brothers formed in 1870. General traders up to 5,200 tons with names ending in "Hall".

James WESTOLL LTD.

Sunderland

Founded in 1851 and introduced its first steam vessel in 1863. Tramp ships up to 3,000 tons, having names commencing with "West".

WHIMSTER & CO.

(GART LINE LTD.)

Glasgow.

Steamship owners since 1905, and runs small ships between United Kingdom and Mediterranean ports.

John WILLIAMSON & CO.

Glasgow

First owned steamships in 1853, and did much to develop the Clyde passenger traffic, introducing the first turbine steamers in 1902. Various re-organizations have taken place from time to time, and it is now jointly controlled by David MacBrayne and London, Midland & Scottish Railway.

Runs passenger and light cargo ships between Glasgow, Greenock, Dunoon, Rothesay, Campbeltown and Inverary, and still has several paddle steamers.

The Merchant Navy
T. C. WILTON & CO. LTD.

London.

Steamship owners since 1901, and has cargo ships up to 1,300 tons running to the Continent.

WITHERINGTON & EVERETT

(GRANTA STEAM SHIPPING CO. LTD. and THE HILL STEAM SHIPPING CO. LTD.)
Newcastle-on-Tyne.

Steamship owners since 1898, and has a fleet of general traders running to 2,700 tons.

YEOWARD LINE LTD.

Liverpool.

The fruit-importing firm of Yeoward Brothers chartered some steamers in 1898 to carry fruit from the Canaries to Liverpool. This expanded quickly, and in the early years of the century passenger and cargo ships were built for the service. Northern Spanish ports and Morocco were added to the itinerary, and the company soon engaged in the cruising business. To-day it owns a fleet of ships averaging about 3,400 tons, and all retaining their outward characteristics of three masts and funnel set aft of amidships and with pale-grey hulls.

They conduct services with first class passengers only between Liverpool, Northern Spain, Portugal, Morocco, Madeira and the Canary Islands.

British Shipowners

**SOME SHIPPING COMPANIES OF THE OVERSEAS EMPIRE
COMMONWEALTH OF AUSTRALIA**

The ADELAIDE STEAMSHIP CO. LTD.

Adelaide.

Established in 1875 and is one of the largest in the Commonwealth, carrying on extensive passenger, cargo and tourist business on the coast.

Also controls the Adelaide Steam Tug Co. Ltd. and Waratah Tug & Salvage Co. Ltd. Has motor ships up to 10,000 tons and steamers up to 4,300 tons, in addition to ships with engines aft on the coast. Controls Coast Steamships Ltd.

Services to Spencer's Gulf and West Coast ports. Queensland ports to Sydney, Newcastle, Melbourne, Adelaide, Albany and Freemantle.

AUSTRALIAN-ORIENTAL LINE LTD.

(G. S. YUILL & Co. LTD.)

Sydney.

Passenger services between Melbourne, Sydney, Brisbane, Townsville, Cairns, Manila, Hong Kong, with ships of 4,300 tons.

AUSTRALIAN STEAMSHIPS PROPRIETARY LTD.

(HOWARD SMITH LTD.)

Sydney.

Formed in 1914, and run passenger and cargo services with ships up to 7,700 tons on the Australian coast. Their famous *Edina*, sold in 1938, had been built as far back as 1854 and was almost an institution.

The Merchant Navy
The BRITISH PHOSPHATE COMMISSIONERS.
Melbourne.

Ships up to 6,400 tons, including motor vessels engaged in phosphate trade to Nauru.

BROKEN HILL PROPRIETARY CO. LTD.
Melbourne.

Steamship owners since 1919 and have coal and ore carriers up to 4,700 tons, all with first word "Iron".

BURNS, PHILP & CO. LTD.
Sydney.

Steamship owners since 1894 and own a fleet of motor and steam ships up to 6,500 tons. Conduct passenger and cargo services between Australian ports and Java, Singapore, Papua, New Guinea and South Sea Islands.

W. R. CARPENTER & CO. LTD.
Sydney.

Steamship owners since 1920, and own ships up to 6,700 tons, including motor vessels.

COAST STEAMSHIPS LTD.
Port Adelaide.

Small coasters up to 1,000 tons engaged in South Australian passenger trade. Controlled by Adelaide Steamship Co.

COLONIAL SUGAR REFINING CO. LTD.
Sydney.

Steamship owners since 1876, and has steamers with engines aft carrying molasses in the Australian coastal trade.

British Shipowners

W. HOLYMAN & SONS PROPRIETARY LTD.

Launceston, Tasmania.

Steamship owners since 1897 and now controlled by Huddart Parker.

In 1939 it acquired the Belfast & Koroit S.N. Co. Ltd., of Port Fairy. Ships up to 1,200 tons engaged on coastal trade.

HUDDART PARKER LTD.

Melbourne.

Steamship owners since 1884. It controls W. Holyman & Sons and Tasmanian Steamers Proprietary Ltd.

Runs mail, passenger and cargo motor-steam vessels up to 10,000 tons in the inter-Dominion service between Australia and New Zealand. Cargo ships have black funnels and passenger ships, buff.

INTERSTATE STEAMSHIPS PROPRIETARY LTD.

Sydney.

Established as steamship owners in 1922 and conducts an inter-state cargo service with vessels up to 3,400 tons.

McILWRAITH, McEACHARN LTD.

Melbourne.

Founded in London with sailing vessels trading under the name of the Scottish Line. Opened in Australia in 1885, where the coal business was also entered into. At one time carried on trade with India.

One of pioneers in frozen meat trade, and *Strathleven*, in 1879, sailed from Melbourne for London with cargo of mutton, lamb and beef.

The Merchant Navy

Now has fleet of motor passenger vessels up to 11,000 tons and steam cargo vessels up to 3,300 tons trading between Australian ports.

Kanimbla, of 1935, was the first passenger vessel in Empire to be licensed for broadcasting wireless programmes.

MELBOURNE STEAM SHIP CO. LTD.

Melbourne.

Steamship owners since 1886 and started as Melbourne Coal, Shipping & Engineering Co. Ltd. Conducts a passenger and cargo service between Australian and New Zealand ports, and *Duntroon* is a motor vessel of 10,200 tons.

A. L. MILLER.

(ILLAWARRA & SOUTH COAST S.N. Co. LTD.)

Sydney.

Took over the management of the Illawarra Co. in 1920, the latter having been formed in 1867 to conduct Australian coastal services.

Most of the vessels have engines aft, and go up to 900 tons.

R. W. MILLER & CO. PROPRIETARY LTD.

Sydney.

Steamship owners since 1920, engaged in coastal trade with ships up to 2,400 tons.

NEWCASTLE & HUNTER RIVER STEAMSHIP CO. LTD.

Sydney.

An amalgamation in 1891 of the Newcastle S.S. Co. and the Hunter River New S.N. Co. Passenger and cargo coastal trade.

British Shipowners
NORTH COAST STEAM NAVIGATION CO. LTD.

Sydney.

Formed in 1857 and conducts passenger and cargo services round Australian coast with motor and steam ships up to 2,200 tons.

James PATERSON & CO. PROPRIETARY LTD.

Melbourne.

Run coastal services since before 1876.

James PATRICK & CO. PROPRIETARY LTD.

Sydney.

Steamship owners since 1920, and runs passenger and cargo coastal services with vessels up to 2,900 tons.

PORT JACKSON & MANLY STEAMSHIP CO. LTD.

Sydney.

Founded in 1882 as Port Jackson S.S. Co. Ltd., it conducts passenger and cargo ferry steamers across Sydney harbour. All vessels have fore and aft screws, and *South Steyne*, of 1,300 tons, is the most powerful ferry in the Empire.

Harold C. SLEIGH.

(H.C.S. COASTERS PROPRIETARY LTD.)

Melbourne.

Cargo ships of up to 2,200 tons, and recently had ship specially built to carry timber cargoes, including logs up to 90 feet in length.

The Merchant Navy
TASMANIAN STEAMERS PROPRIETARY LTD.

Melbourne.

Jointly owned by Huddart Parker and the Union S.S. Co. of New Zealand, it runs fast mail, passenger and cargo ships up to 4,300 tons between Melbourne and Tasmanian ports. House Flag is a combination of that of the two companies.

WALLARAH COAL CO. LTD.

Sydney.

Colliers up to 1,300 tons, and with engines aft engaged in coastal coal trade. Steamship owners since 1884.

WESTERN AUSTRALIA, GOVERNMENT OF.

Fremantle.

Started owning steamships in 1887 and now has a fleet of motor vessels up to 4,400 tons carrying passengers and cargo between Fremantle, Java and Straits Settlements, and also from Fremantle to N.W. ports and to south-eastern ports in Western Australia.

THE DOMINION OF CANADA

(Including Newfoundland.)

BOWATERS' NEWFOUNDLAND PULP & PAPER MILLS LTD.

Corner Brook, N.F.L.

Steamship owners since 1926, but until 1939 was known as International Power & Paper Co. of Newfoundland Ltd. Carries news reels between Newfoundland and United States and United Kingdom, with ships up to 5,800 tons. Ships are strengthened for ice navigation.

British Shipowners
CANADA ATLANTIC TRANSIT CO.
Toronto.

Cargo ships up to 3,100 tons.

CANADA CEMENT TRANSPORT LTD.
Montreal.

Founded in 1913, and has ships up to 2,400 tons, with engines aft engaged on the British North American coast.

CANADA STEAMSHIP LINES.
Montreal.

Large fleet of passenger and cargo ships trading on the Great Lakes and some of the smaller vessels are equipped for "shooting the rapids". Some of the ships go up to 10,500 tons.

CANADIAN NATIONAL STEAMSHIPS.
(CANADIAN NATIONAL STEAMSHIP CO. LTD. and CANADIAN NATIONAL WEST INDIES
STEAMSHIPS LTD.)
Montreal.

The Canadian Government started its fleet of cargo ships during the Great War, and afterwards it went through all the vicissitudes usually accompanying state-owned shipping. Two years before its formation the total British Columbia lumber trade to the Far East was some 14,000,000 feet, but the ships of this line carried 38,000,000 feet alone. To Australia the figures rose from 8,000,000 to 43,000,000.

In 1929 five passenger ships were constructed and engaged in the West Indies trade. Most of the cargo ships were sold in 1936.

Passenger ships are also run on the coast.

Ships run up to 8,000 tons, and most have first word "Lady" or "Prince".

The Merchant Navy
CANADIAN PACIFIC RAILWAY COMPANY.

Montreal.

Steamship owners since 1883, and has a large fleet of fast passenger ships up to 5,900 tons trading on the Canadian Pacific coast. All are "Princesses". The company also owns a large fleet on the Great Lakes and Canadian rivers and controls the Canadian Pacific Steamships Ltd.

CANADIAN PACIFIC STEAMSHIPS LTD.

Montreal.

Owned by the Canadian Pacific Railway Co., the ships maintain the connecting links across the Western and Pacific Oceans.

The Atlantic services started in 1903 with the purchase of the "Beaver" Line from Elder Dempster. Quickly becoming popular, new ships were built and in 1916 the old established Allan Line was acquired. This dated back to 1807 and had many records to its credit, and had itself bought up many old firms. First cabin-class ships ever built were constructed in 1914-15.

Pacific services date to 1877, and three chartered ships were replaced in 1891 by the first of the famous "Empresses".

To-day the "Empresses" of the Pacific and Atlantic hold the pride of place on their respective services. The giant *Empress of Britain* was unfortunately lost by enemy action in November, 1940. She had the previous year had the distinction of being the first ship ever to carry the reigning Sovereign under the Red Ensign.

Excluding this ship, they range up to 21,800 tons on the Atlantic, with the addition of some 10,000 ton cargo ships.

On the Pacific the liners reach 26,000 tons.

British Shipowners
CLARKE S.S. COMPANY LTD.
Quebec.

Formed in 1921, and has passenger and cargo ships up to 6,900 tons.

DOMINION SHIPPING CO. LTD.
Montreal.

Controlled by Donaldson Brothers since 1934, and owns cargo vessels up to 7,500 tons.

GYP SUM PACKET CO. LTD.
Windsor, Nova Scotia.

Cargo ships with engines aft, ranging up to 4,000 tons and trading on coast of North America and to United States and West Indies.

IMPERIAL OIL SHIPPING CO. LTD.
Toronto.

A large fleet of sea-going motor and steam tankers up to 11,400 tons as well as Great Lakes craft and oil barges. It is connected with the Standard Oil Company of the United States. All ships have suffix "lite".

MARKLAND SHIPPING COMPANY.
Nova Scotia.

Formed in 1929 and known until 1938 as Mersey Paper Company Ltd. Carries newsprint between Nova Scotia and New York and Philadelphia.

R. Scott MISENER.
Port Colborne.

A large fleet of Great Lakes steamers ranging up to 7,400 tons.

The Merchant Navy
NORTH AMERICAN TRANSPORTS LTD.

Montreal.

Great Lakes motor vessels up to 1,800 tons.

PATERSON STEAMSHIPS LTD.

Ontario.

A large fleet of Great Lakes steamships ranging up to 4,600 tons.

UNION STEAMSHIPS CO. OF BRITISH COLUMBIA.

Vancouver.

Motor and steam passenger ships up to 1,300 tons.

EIRE

ALLIANCE & DUBLIN CONSUMERS' GAS CO.

Dublin.

Vessels with engines aft ranging up to 500 tons, and with names having prefix "Glen".

BRITISH & IRISH STEAM PACKET COMPANY LTD.

Dublin.

Owned the first steamer from Dublin to London (1815). In 1836 the entire fleet consisted of three small wooden steamers; iron ships came in in 1850 and the firm was always in the fore-front of improvement.

Old concerns were taken over, culminating in the purchase of the City of Cork Steam Packet Co. in 1937.

Now has a fleet of motor and steam passenger and cargo ships ranging up to 4,000 tons and running between Dublin, London, Liverpool and south coast ports.

British Shipowners
T. HEITON & CO. LTD.

Dublin.

Coasting and continental trade with steamships since 1896. Ships have first word "Saint", and run to 700 tons; all have engines aft.

LIMERICK STEAMSHIP CO. LTD.

London.

Steamship owners since 1893, and conduct passenger and cargo services between Irish ports, London, Liverpool, Cardiff and Continent. Ships go up to 1,200 tons.

SAORSTAT & CONTINENTAL S.S. CO. LTD.

Dublin.

Started in about 1935 and some of the ships are equipped for carriage of livestock between Irish and Continental ports.

SHAMROCK SHIPPING CO. LTD.

Larne.

Owners of steam vessels since 1897, and conducts a continental trade with ships up to 1,800 tons.

WEXFORD STEAMSHIPS LTD.

(JAMES J. STAFFORD.)

Wexford.

Until 1938 was Wexford Steamship Co. Ltd. Now owns motor vessels up to 500 tons trading to the Continent.

The Merchant Navy

INDIAN EMPIRE

(Including Ceylon and Burma.)

The BOMBAY STEAM NAVIGATION CO. LTD.

Bombay.

To this company belongs the credit of opening up the west coast of India. The first company of the name started in 1845 with a small wooden paddle steamer, scheduled to link up with P. & O. ships at Ceylon. It had to suspend operations in 1863. In 1869 the second company started, and has gone steadily ahead. It holds a pre-eminent position to-day, and owns passenger and cargo ships up to 1,700 tons, as well as ferries and a large number of launches and creek steamers.

A. B. CHOWDRY.

(BENGAL-BURMA STEAM NAV. CO. LTD.)

Rangoon.

Passenger and cargo ships to Burma from Bengal, up to 4,700 tons.

COWASJEE, DINSHAW & BROS.

Bombay.

Steamship owners since 1888, and carries passengers and cargo from the Red Sea to east coast of Africa.

EASTERN STEAM NAVIGATION CO. LTD.

(SHARIFF HASSUM & Co.)

Bombay.

Engaged in Indian coastal trade since 1920, with ships up to 1,500 tons.

British Shipowners
INDIAN CO-OPERATIVE NAVIGATION & GENERAL TRADING
CO. LTD.
Bombay.

Passenger and cargo trade on Southern Indian coasts, with ships up to 500 tons.
The first motor vessel was added in 1936.

MALABAR S.S. CO. LTD.
(G. P. AIYER & S. G. V. IYER.)
Bombay.

Steamship owners since 1928 engaged in Indian coastal trade with ships up to 900 tons.

MOGUL LINE LTD.
Bombay.

Owned steamships since 1880, and until 1939 was known as Bombay & Persian S.N. Co. Ltd. Runs passenger and cargo services up to 5,300 tons from Bombay to Karachi, Calcutta, Red Sea and Persian Gulf ports.

RATNAGAR STEAMSHIP CO.
Bombay.

Coastal services with ships up to 600 tons.

SCINDIA STEAM NAVIGATION CO. LTD.
(NAROTTAN MORAJEE & Co.)
Bombay.

The largest of all Indian shipping companies owning some twenty-two ships up to 5,900 tons. Steamship owners since 1919, and manages also the Bengal-Burma S.N. Co. Ltd.

The Merchant Navy

Passenger and cargo trade between Bombay and Karachi, Karachi and Rangoon to Colombo and European ports.

In 1937 a liner was specially built for the pilgrim traffic.

Most ships have prefix "Jala".

SOUTH INDIAN RAILWAY CO.

Registered in London.

Steamship owners since 1913, and runs fast passenger and cargo ships of 1,000 tons between Southern India and Ceylon.

DOMINION OF NEW ZEALAND

The ANCHOR SHIPPING & FOUNDRY CO. LTD.

Nelson.

Steamship owners since 1901, and now runs motor and steam ships up to 1,600 tons, and engaged in the passenger and cargo trade across Cook Strait and round New Zealand coasts.

CANTERBURY STEAM SHIPPING CO. LTD.

Christchurch.

Steamship owners since 1904, and now owns mostly motor coasters with engines aft running up to 600 tons.

HOLM & CO.

Wellington.

Steamship owners since 1913, and owns ships up to 700 tons, with engines aft. Engaged in Australasian trade.

British Shipowners
NEW ZEALAND SHIPPING CO. LTD., The
Christchurch.

Registered at Christchurch and London, and given under the British section.

NORTHERN STEAMSHIP CO. LTD.
Auckland.

Steamship owners since 1882, engaged in the local trade. Now also owns motor ships, although these are smaller than the steamers which go up to 1,100 tons.

RICHARDSON & CO. LTD.
Hawke's Bay.

Started owning steamships in 1897, but now owns motor vessels only up to 850 tons. Engaged in coastal passenger and cargo trade.

UNION STEAM SHIP COMPANY OF NEW ZEALAND LTD.
Wellington.

From its inception in 1875 the story has been one of rapid and solid expansion. Brought under P. & O. control in 1917, and in 1931 entered into agreement with the Canadian-Pacific by which the Canadian-Australasian Line is maintained jointly by the two companies.

Motor passenger liners up to 17,500 tons, steamers up to 13,500 tons and cargo vessels up to 8,700 tons. Conduct services between New Zealand and Australia, South Pacific Islands, Vancouver via Auckland, Suva and Honolulu. Also to Java and Sumatra and India.

Passenger ships are dark olive green with yellow line.

There are also numerous coastal services and a fast mail and passenger line across the Tasman Sea.

The Merchant Navy

UNION OF SOUTH AFRICA

IRVIN & JOHNSON (SOUTH AFRICA) LTD.

(KERGUELEN SEALING & WHALING CO. LTD.)

Cape Town.

As well as owning a large fleet of whalers, this firm has a huge 13,600 tons whale oil factory ship.

C. G. SMITH & CO. LTD.

(SMITH'S COASTERS (PROP.) LTD.)

Durban.

South African coastal trade, with ships up to 800 tons.

THESEN'S STEAMSHIP CO. LTD.

(MITCHELL COTTS & CO. (SOUTH AFRICA) LTD.)

Cape Town.

Controlled by the Houston Line until 1935, and then passed into direct control of Clan Line until 1936, when it was acquired by Mitchell Cotts.

South African coastal passenger and coastal trade, with ships up to 1,400 tons.

British Shipowners

SOME BRITISH TRAWLER OWNERS.

(Arranged in ports.)

Aberdeen.

ABERDEEN STEAM TRAWLING & FISHING CO. LTD.

ALLENBY, BEN.

BAXTER, RICHARD.

BRUCE, ALEXANDER.

BUCHAN, WILSON.

CHRISTIE, ANDREW.

CORMACK, GEORGE.

CRAIG, GEORGE.

CRAIG, JOHN.

DAVIDSON, ALEXANDER A.

DOEG, JOHN S.

HARROW, J. A.

HARROW-BAXTER STEAM FISHING CO. LTD.

HAY, ALEXANDER.

IRVIN, RICHARD, & SONS, LTD.

JOHNSTONE, PETER, & J., LTD.

LEIPER, G.

LEITH, WILLIAM A.

LEWIS, SIR ANDREW.

LEWIS, J. A.

LEWIS, JOHN, LTD.

The Merchant Navy

MEFF, ALEXANDER G. L.
RHIND, W.
ROBB, GEORGE.
ROBERTSON, ANDREW.
SMITH, MALCOLM.
STEPHEN FISHING CO. LTD.
STROUD, HORACE E.
WALKER, G.
WALKER, JOHN.
WALKER, THOMAS.
WOOD, ALEXANDER F.
WOOD, DAVID.
WOOD, GEORGE.

Brixham.

DUGDALL & SON.

Cardiff.

NEALE & WEST, LTD.

Dublin.

CURTISS, WM. M. M.
FANNON, P.

Dundee.

CAMERON & MACFARLANE.

British Shipowners

Edinburgh.

FLOCKHART & SONS.

SCALES, THOMAS H., & SONS, LTD..

Fleetwood.

CARDWELL, THOMAS.

CLIFTON STEAM TRAWLERS LTD.

DALBY STEAM FISHING CO. LTD.

DINAS STEAM TRAWLING CO. LTD.

ELLIOTT, HENRY.

FRISWELL, C. H.

KEAY, ALEXANDER.

NEW DOCKS STEAM TRAWLING CO. (FLEETWOOD) LTD.

PARKES, BASIL A.

PARKES, F.

WARDE, J. N., & SON.

Glasgow.

ALLAN, RICHARD.

PATON, G.

Gorleston.

EASTICK, HENRY J.

Granton.

BROWN, ARCHIBALD G.

DEVLIN, THOMAS L., & SONS.

The Merchant Navy

Great Yarmouth.

BLOOMFIELDS LTD.

Grimsby.

BACON, EDWIN.

BACON, J. N.

BAKER, H. CROFT, & SONS, LTD.

BANNISTER, BERNARD H.

BASKCOMB, THOMAS W.

BEELEY & SLEIGHT LTD.

BLACK, SIR ALEC, BART.

BUTT, WALTER W.

CARNIE, WILLIAM, JR.

CONSOLIDATED FISHERIES LTD.

COOK, H. MARKHAM.

CRAMPIN, HERBERT G.

DOBSON, CHARLES.

FORWARD STEAM FISHING CO. LTD.

FRANKLIN, HARRY, LTD.

GRANT, ARTHUR, & SON, LTD.

GRANT, E. CYRIL.

GREAT GRIMSBY & EAST COAST STEAM FISHING CO. LTD.

GRIMSBY MOTOR TRAWLERS LTD.

HOPWOOD, H. G.

LETTEN, BROS.

LITTLE, J. G.

LOYAL STEAM FISHING CO. LTD. OF HULL, THE.

British Shipowners

MARSDEN, SIR JOHN D., BART.
MOODY, SIR GEORGE E. J.
MOSS, T. C., & F., LTD.
ONWARD STEAM TRAWLING CO. LTD.
PREMIER STEAM FISHING CO. LTD.
PRINCESS STEAM FISHING CO. LTD.
QUEEN STEAM FISHING CO. LTD.
ROBINSON, HARRY.
ROBINSON, SIR THOMAS, & SONS (GRIMSBY) LTD.
SLEIGHT, GEORGE F.
TAYLOR, CHAS.
TAYLOR, H. L.
UNITED STEAM FISHING CO. LTD.

Hull.

ADAM STEAM FISHING CO. LTD.
BOYD, T.
CARGILL, E.
CHAPMAN, HUGH G.
CHARLESON-SMITH TRAWLERS LTD.
CHARLESON FISHING CO. LTD.
CLARK, GEORGE.
FARROW, WILLIAM C.
HALL, D.
HAMLING, THOMAS & CO. LTD.
HELLYER BROS., LTD.
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CHAPTER LXXIII

Pilots

SHIPS over a certain size must at all times engage the services of a pilot who knows the particular stretch of coast within the jurisdiction of the Pilotage laws like the palm of his own hand.

It necessarily follows that the work is at all times trying and even hazardous, and the boarding of ships at sea is in itself no enviable job when it is carried out in all weathers and at all times of the day and night.

In war-time, when navigation is without lights in the ships themselves and without beacons, buoys and landmarks prominently illuminated, the increased difficulties and dangers can be left to the imagination.

Once the ship is in pilotage waters, the pilot is in sole charge of her, although, nominally, the Master must share the responsibility.

The greater part of the pilotage of the English coast is in the hands of Trinity House, which is also responsible for maintaining the lightships and lighthouses. Not much in the way of history will be given here as it is dealt with in other books in this series. It dates back to the twelfth century, however, when the then Archbishop of Canterbury gathered round him a body of men called the "Master and Founders of Trinity Guild" for the purpose of foiling wreckers by placing lights and sea-marks round the coasts. It was granted a Royal Charter by King Henry VIII, and is often called the "Cradle of the Royal Navy", as it was entrusted with building dockyards and ships of war, provisioning the fleets and providing pilots. From these activities

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springs the privilege of the Trinity House yacht which always precedes the King to sea at Reviews and other ceremonies.

English Channel pilots who take ships between Gravesend and Dover or Selsey, and Cinque Port pilots who perform the duties in the reverse direction, have a particularly hazardous task in this war when they have to run the gauntlet of long-range guns placed on the French coast in addition to mines, submarines and aircraft.

Trinity House pilot cutters, now either steam or motor, wear a distinctive ensign of the Red Duster with the badge of the Corporation in the fly. This consists of the flag of St. George with a ship in each quarter.

Pilots are also provided by large numbers of port authorities, but wherever they may work, their duties are just as arduous, and the debt owed to the gallant men must never be forgotten.

CHAPTER LXXIV

Benevolent Institutions, etc.

British Sailors' Society. "In service for the sailor" is the proud motto of this old and splendid body. Apart from its Prince of Wales Sea Training Hostel mentioned elsewhere it maintains homes all the world over with port missionaries and chaplains ready and eager to serve all who follow the sea as a career.

Sailors in distress are relieved and grants made to their widows and dependants and sailors' orphans are cared for and trained.

A series of libraries for ships, lighthouses and light-ships is provided, as well as employment bureaux, and there is also an international Brotherhood for Christian Fellowship. The Naval Crown once again figures above the badge of this worthy society.



The "Dreadnought" Seamen's Hospital Society. No sick sailor is ever refused admission to the "Dreadnought". The Merchant Seaman is dependent upon it for relief in time of illness or accident. Until 1870 the old line of battleship *Dreadnought* lay in the Thames off Greenwich as a floating hospital, but in that year the work was removed to the shore where it has remained ever since.

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The Marine Society. Founded in 1756 and having His Majesty the King as its Patron. It has well been called the "Cradle of the Deep", as it has sent over 71,000 boys both to the Royal and Merchant Navies, and sons of sea-farers and orphans from the last war are given special consideration.

The Missions to Seamen. Known the world over as the "Flying Angel Mission" on account of a yellow Angel with outstretched wings figuring on its blue flag. A wonderful institution, which not only furnishes visiting chaplains who board ships in all weathers and who provide permanent religious facilities at most ports, but which also provides comforts, books, games and provisions. In the days of sail, particularly when ships were laid up perhaps for weeks in places such as the Downs, the services rendered were incalculable. The blue flag has brought hope, home and comfort to thousands of needy seamen of all nations.

Royal Alfred Aged Merchant Seamen's Association. For years has existed to cater for the needs of men who have retired from the Service and who may be in want.

Royal Merchant Navy School. Established in an obscure East End street in 1827 as the Merchant Seamen's Orphan Asylum, with seven boys.

It was fathered by many of the leading shipowners such as Duncan Dunbar, the Greens of Blackwall, Andersons, Devitts and others.

It prospered from the start, and six years later was removed to a fine, large house in the Bow Road, and again in 1862, but this time to splendid buildings specially erected at Snaresbrook, in Essex. It had over 300 children on its books. Although it gave a general sound education to children whose fathers had been lost at sea, it always had a special section to train boys to follow their fathers' career, and a very large number have been influenced by heredity.



ROYAL MERCHANT NAVY SCHOOL

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It has always been fortunate in gaining the active interest of members of the Royal Family, Queen Victoria, King Edward VII, George V, Edward VIII and the present King becoming its patrons in turn. One of the last public acts of the Prince Consort was the laying of the foundation stone of the Snaresbrook buildings. The whole school was invited to the grounds of Marlborough House to witness the Coronation procession of King Edward VII. A special stand was reserved for them in the Mall at the express wish of King George V, to witness the Victory March after the last war, and similar instances have occurred from time to time.

The original title had long been considered a misnomer, the word "Asylum" having lost its original meaning, and being generally associated with lunacy. In 1902 King Edward accorded the tribute "Royal", and the opportunity was taken to substitute the word "Orphanage" for "Orphan Asylum".

As London spread outwards towards Snaresbrook, it was decided to look about for other premises, but the Great War was in progress and although great structural repairs and alterations were needed it was considered unwise to expend a sum on buildings which it was hoped to vacate. Mr. (later Sir) Thomas Devitt came to the rescue, and he found and presented the magnificent premises at Bear Wood, near Wokingham, to which the school moved in 1921. Many prominent men in the shipping world have since been generous donors of funds and additional buildings.

In 1935 King George V, on the recommendation of the Prince of Wales, ordered that the title of this wonderful institution should be changed to the Royal Merchant Navy School.

The late Admiral of the Fleet, Earl Jellicoe, himself the son of a former Commodore of the Royal Mail, always took the closest interest in the school, and he was to have made a broadcast appeal for support, but as Countess Jellicoe said, "God willed it otherwise", and the great seaman died before he was able to deliver it.

The National Memorial on Tower Hill to the Merchant Seamen records the names

Benevolent Institutions, etc.

of over 16,000 men who lost their lives in the last war, and it cost the school over £60,000 annually to maintain the children under its care, this sum being almost entirely subscribed by British shipping.

Royal National Lifeboat Institution. Not mentioned in much detail here as its full history and activities are given in *Ships and the Sea*. It requires little imagination to appreciate the works of this body both in peace and in war. Its origin goes back to 1784, although the actual Institution came into being in 1824 to administer the various boats scattered round the coasts. Before the outbreak of the war in September, 1939, the society had the saving of 65,000 lives to its credit. At present there are about 120 motor lifeboats stationed round Britain's 5,000 miles of coast, and an additional fifty or so sailing or pulling boats.

1940 was the busiest year in its whole history, and lifeboats were launched on 1,078 occasions, 638 of these being to vessels in distress on account of enemy action. 2,052 lives were saved, or 854 more than in any previous year, including the Great War. In addition, some eighty-seven ships were saved from destruction and twenty-six airmen were rescued from the sea.

Seafarers' Education Association. Founded in London after the Great War with the prime object of supplying a very large number of merchant ships with libraries of the highest quality, it has grown rapidly, and its sphere of activities extended. It was a carefully thought out organisation between the founders, and had the support of many of the largest shipowners. It provided fresh books for each voyage and soon found that the seaman's taste in literature covered all fields, up to the most technical or classical.

From it grew the provision of a service for the technical training of any seaman who required it, either for the advancement in the profession or in the cultivation of

The Merchant Navy

hobbies, model-making and so on. From this grew the University of the Sea, and many distinguished men gave their services to supply the necessary information for conducting correspondence courses in all manners of subjects.

The Shipwrecked Mariners' Society. Already since the outbreak of the present war over 5,000 men have received temporary assistance, and over 17,000 shipwrecked men have been cared for and provided for on landing.

In normal times the work of this society is great, but the enormously increased dangers of the sea brought about by mines, submarines and bombers have increased its activities beyond imagination. It is supported by voluntary contributions and was founded in 1854.

"HAIL AND FAREWELL"

Towards the close of the first year of war the commander of a great liner was presented with a silver salver as a mark of gratitude from the passengers. It was inscribed with the following words which perhaps sum up what the whole nation wishes to say:

"The end of this voyage is now in sight for most of us, and you, under Providence, have been able to bring us safely through the many dangers which have beset us since the day we weighed anchor. Few of us can perhaps realise fully the arduous burden which you, and those serving under your command, have had to bear during the days that have passed, but if this voyage has, for us, differed little from one in normal times not one of us can fail to realise that this has only been made possible by the unceasing vigilance, forethought and care of those to whom the guidance of this ship has been committed. In grateful recognition of all that has been done to ensure our safety and comfort we ask you, sir, to accept a small token from us. While we ourselves will pass to safety with the end of this voyage, you, sir, and those who serve with you, will continue to face from day to day those perils and dangers which will confront the merchant seamen of the British Empire until the shadow of war passes away. Until then and always, we wish you Godspeed."

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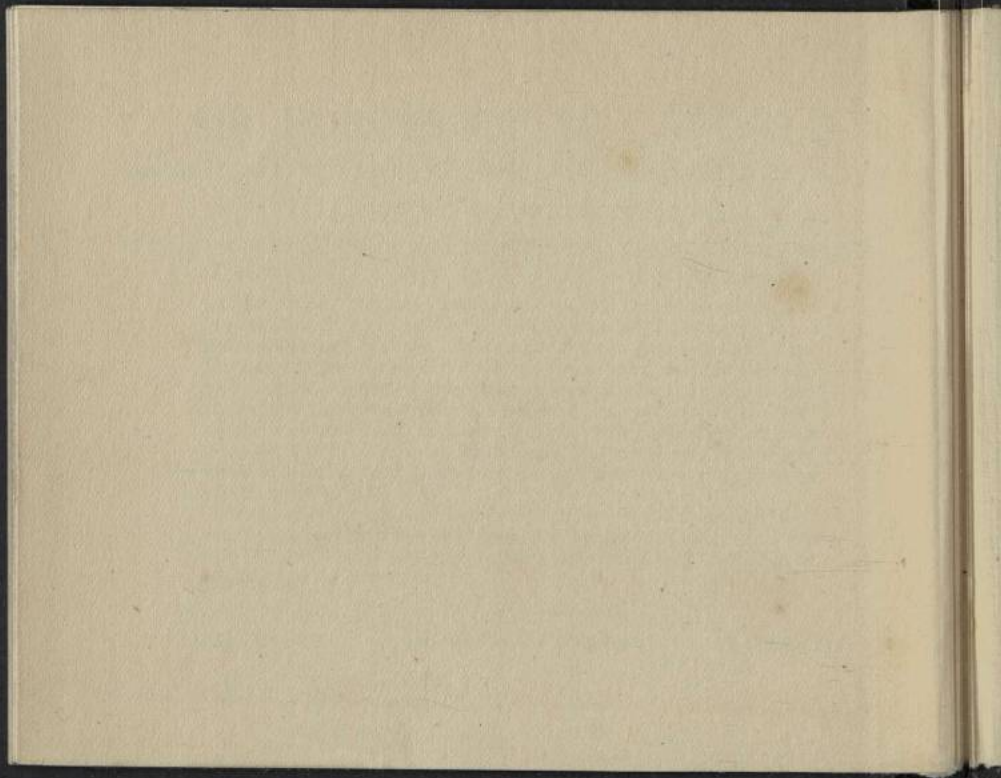
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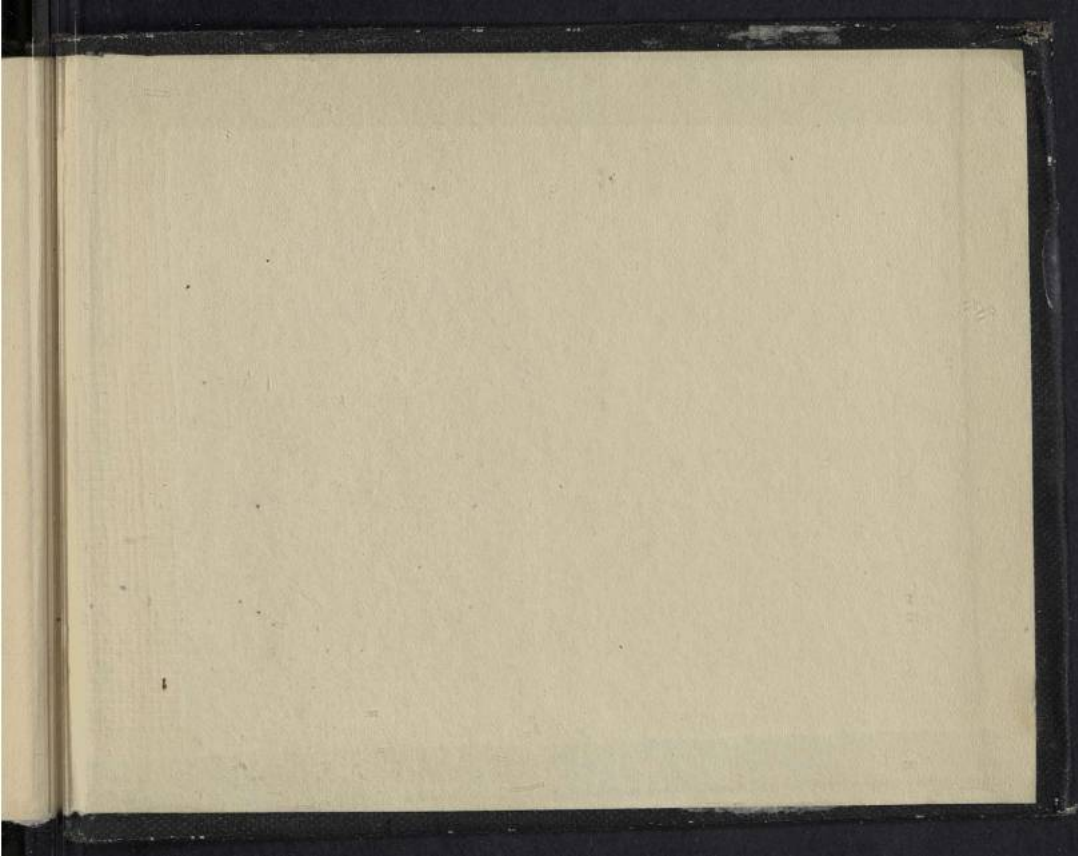
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